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# AUTOSPORT

*Welsh Rally: Roger Clark dominates again*





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Publisher : Simon Taylor  
Editor : Richard Peast. Deputy Editors : Ian Phillips, Robert Fearnall. Technical Editor : John Bolster. Rallies Editor : John Davenport. Assistant Editor : Bob Constanduros. Assistant Rallies Editor : Ian Sadler. Northern representative : Ian Titchmarsh. Overseas Editor : Pete Lyons. European Editor : Patrick McNally. Assistant Overseas Editor : Jeff Hutchinson. Staff photographers : Peter Burn, Tony Osborn.

Group Advertisement Manager : Rodney Powell. Advertisement Manager : Colin Woods.

Correspondents—Scotland : Bill Henderson. Northern Ireland : Esler Crawford. Eire : Brian Foley. Italy : Alan Phillips. Australia : Geoff Harris. New Zealand : Peter Greenslade. South Africa : Dave Clapman. USA : Gordon Kirby. Canada : John Halero. Argentina : Dr Vicente Alvarez. Brazil : J. A. de Silva Ramos. Singapore : Boon Heng Chung.

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## EDITORIAL

### Manufacturers' encouragement

The Porsche win in the Targa Florio last weekend will give more support for those people campaigning for the World Manufacturers' Championship to be run for GT cars instead of prototypes. The Martini Porsche Carrera of Gijs van Lennep and Herbert Muller was competitive and consistently picked up places as the out-and-out racing cars dropped out.

This is the second race that Porsche have won in this year's championship with the Carrera and both performances have given the impression that a field full of GT cars would provide better, closer racing than the current 3-litre prototypes. The cars are quick and they are reliable. The cost of running a GT car is a fraction of that of running a prototype, consequently the grids would be full of good GTs whereas at the moment we have at the most 10 competitive prototypes. This is not to say that the prototypes do not make good racing. In their own way they do, but with only 10 cars starting a six hour race the chance of a close finish between them or even any finishing at all, is limited.

It's been said before but needs, in our opinion, to be said over and over again that major sports car manufacturers need to be encouraged to come or return to racing. Motor racing needs the big manufacturers, and at the moment the only way they can participate in the prestige events is either by building a prohibitively expensive prototype or hope to take a good placing with a GT car at the default of the prototypes. The European GT Championship as yet does not contain enough prestige to encourage the manufacturers.

### History at Oulton

History was made at Oulton Park last weekend. For the first time in its 20 year history, the circuit staged a Sunday race meeting. Oulton Park was the last major racing circuit in the country not to be permitted to hold Sunday racing, but after strenuous efforts by the circuit's manager Rex Foster, four Sunday dates were granted by the local council for this year and 1974, and then the matter will be reviewed again.

Foul weather conditions didn't help to make for a big crowd last weekend, but the birth of Sunday racing at the Cheshire circuit was highlighted by a tremendous Formula 5000 race which has already brought in letters of praise to our office, one expressing a desire to see Formula 1 at the circuit again. With Sunday racing, an exciting circuit, much improved spectator facilities and such Formula 5000 races as last Sunday's, Oulton Park seems set for a bright future. The only black spot on the meeting last Sunday was the terrible selection of sparsely-populated supporting races put on by the organisers, the three events being a disgrace to a meeting of such status. That must be changed!

### our cover picture

Roger Clark/Jim Porter on their way to yet another win in the RAC Rally championship with the Esso Uniflo Ford Escort. The story of his success in last weekend's Welsh Rally starts on page 28. Photo : Peter Burn



## Belgian GP saga continues

The wrangling over the Belgian Grand Prix, due to be held at Zolder this Sunday, had still not finished by the time we went to press although the prospects for the race being held looked much brighter.

All through last week inspections were made and work continued at a rapid rate.

The first communique we received from the CSI stated that "Following numerous recommendations made to the CSI by various motor sporting personalities concerning the safety conditions at the circuit, the CSI secretary has visited the Zolder accompanied by Emerson Fittipaldi representing the GPDA. A detailed inspection was made which revealed that the majority of the works demanded by the CSI inspectors during their visit on April 18 were not completed, some not even having been begun.

"These requirements in fact corresponded for the most part to those made personally by Emerson Fittipaldi during a practice session on April 20. Of these requirements, the resurfacing of the track was completed, but had been executed in such a manner that the authorisation for the running of the event could not be envisaged.

"A list of work to be done has therefore been drawn up which includes the complete resurfacing of the track in such a way that there is no likelihood of stones being thrown up. This must be finished by Monday, May 14. If, because of bad weather conditions the work is not finished by Monday, but it is possible to finish it by Tuesday morning the decision to authorise or cancel the race will in any case be taken at mid-day on Monday by the representative of the CSI."

This statement was issued last Wednesday and so everyone waited until Monday for the final decision. However, when the time came the decision was deferred until Tuesday night.

The statement issued by Claude Le Guezec, secretary of the CSI on Monday read: "The representatives of the CSI and

the GPDA (Fittipaldi and Denny Hulme), and the organisers have again inspected the circuit of Zolder where the European GP is due to be held on Sunday, May 20. They have ascertained that part of the work demanded in July, 1972, and not completed by April 18, 1973, had been 75 per cent completed by May 9. On account of the late efforts undertaken by the proprietors of the circuit, the inspection committee has agreed to a new deadline, to expire on Tuesday, May 15, at 8 pm, for the total completion of the work."

The fact that an extended deadline was given must mean that there is every chance that the race will be held. If it looked as though there would be no chance then the GPDA would have wanted to inform its members and the constructors in time to prevent them from leaving. A spokesman at the circuit on Monday night said he thought the work would be completed and that the race would be held. There are over 300 people working round the clock to get the track completely resurfaced for the second time in a couple of months. The first new surface broke up badly at a national race meeting recently. The other major work being carried out is on the installation of the armco barrier. The barriers had been put up but the posts were only set in sand and it was possible just to lift them out of the ground.

Whatever the outcome it seems that the drivers would prefer the race to be held at the new Nivelles circuit anyway but because of political reasons this cannot happen this year. Zolder lies in the Flemish-speaking part of the country whereas Nivelles is in the French sector. This means that for this year anyway the race will be at Zolder or not at all.

If the race is held then a full entry of the usual circus will be present. The John Player Lotus team will be taking four cars for world champion Emerson Fittipaldi and moral Barcelona winner

Ronnie Peterson to choose from. Peterson incidentally has been testing at Anderstorp since Barcelona in preparation for the Swedish GP. Ronnie is the only person ever to have driven an F1 car round the circuit having demonstrated a March there last year as well.

Elf Tyrrell will of course be at full strength with 006s for Jackie Stewart and Francois Cevert, Stewart needing another good result to put himself back on terms with Fittipaldi in the championship. Yardley McLaren will be fielding two M23s for Denny Hulme and Peter Revson while a very much back on form Carlos Reutemann will give the impressive new Brabham BT42 its second GP backed up as before by Wilson Fittipaldi. Andrea de Adamich will be in one of the older BT37s backed as usual by Ceramica Pagnossin.

Brooke Bond Oxo-Rob Walker Team Surtees will have their Surtees TS14s for Mike Hailwood and Carlos Pace while Marlboro-BRM will be represented by Clay Regazzoni (unaffected by his big shunt at the Targa last weekend), Jean-Pierre Beltoise and Nikki Lauda. Jean-Pierre Jarier returns to the STP March team after missing Barcelona to have his first race in the new 731 while Mike Beuttler will be in his Clark-Mordaunt-Guthrie-Durlacher model. Frank Williams will be taking along two of his Leo Marlboros for drivers Howden Ganley and Nanni Galli while Tecno will be making their first appearance of the year with the Martini-sponsored Alan McCall-designed car for Chris Amon. The Gordon Powell-designed car should be completed this weekend and will be taken to Monaco. The new Ferrari B3s will be on hand for their second GP outing in the hands of Jacky Ickx who must be a favourite for his home GP and Arturo Merzario. There will be three Shadows present as usual; the works cars for George Follmer and Jack Oliver while Graham Hill will have the Embassy car.

## Chapman's gold medal

The BARC have awarded one of their rare gold medals to Colin Chapman to commemorate the 50th Grand Prix win by a Lotus car. The coveted award is made in "recognition of outstanding achievement in motor racing by British subjects" and since its inception in 1955 only 24 awards have been made.

Emerson Fittipaldi's win in the Spanish GP was Lotus' 50th and they are the first constructors ever to achieve this distinction.

This is Chapman's second BARC medal, his first was awarded in 1965 after the Lotus 38 had won at Indianapolis. The award will be made at the BARC's annual dinner on November 2.

## Sutcliffe pulls out

Formula 3 driver Andy Sutcliffe has very reluctantly decided to pull out of racing due to lack of finance.

Sutcliffe was racing the Shell-sport Reystan Racing Royale at the beginning of the year but he points out, "I have not been able to make full use of the generosity of Reystan, Royale and Vagan-tune, who all helped me enormously, due to a lack of personal funds and have decided to withdraw from my motor racing programme for this year."

Sutcliffe has taken a job outside of motor racing for the rest of this year and hopes to return to the scene next year. It will be remembered that Sutcliffe was one of the top F3 drivers last year with the works GRD in which he scored five wins and had hoped to move into F2. Plans unfortunately fell through but he hopes to fulfil them next year.

● Mario Andretti will be competing in a couple of CanAm races this season in a new McLaren M20 fitted with a turbocharged Gene Crowe engine and sponsored by Commander Motor Homes.

**Dops!** Gordon Spice in trouble at Oulton Park last weekend with his three wheeled Wisharts Garage G1 Capri. He was in second place at the time the wheel fell off but only managed half a lap back to the pits in this condition.





## Pit and Paddock

### G3 regs changes

The BRSCC announced changes to the production sports car regulations this week following a meeting between competitors, the RAC Eligibility Scrutineer and the BRSCC.

As this is a BRSCC formula and these amendments received unanimous approval from all competitors present they will be put into immediate effect.

It was agreed to adopt the BRSCC's tyre regulations for G1 cars as specified for the Tour of Britain, which has proved to solve all standard tyre scrutineering problems. Tyre sizes and construction are free provided the tyre will fit on the minimum homologated rim width and comply with the Road Traffic Act.

The tyre must not project beyond the bodywork, no modification to the bodywork or wheel arches will be allowed and the tyre must not foul the steering or suspension.

For reasons of safety it was agreed that the steering wheel would be free and an alternative driver's seat may be fitted.

It was agreed that adjustable shock absorbers may be fitted provided that their operation was in principle the same as the original equipment and that standard mounting points were utilised.

It was agreed that oil coolers can be fitted provided that they are a listed option for the model concerned.

### Brazilian G5 round?

Brazilian race organiser Antonio Scavone arrived in London last Thursday for a week's stay to sort out future South American races. The Torneo F2 series is not definite at the moment as Scavone is hoping to run the final round of the World Sports Car Championship if Argentina cannot hold it.

The current position is that the race is scheduled to be at Buenos Aires on October 21 having been rescheduled from January this year. Scavone however is not certain that the Argentinians will be able to hold the race and has therefore applied to have it switched to Interlagos should Argentina not be able to run the meeting. If the race is held at

Buenos Aires then Scavone hopes to hold a non-championship three or four hour event at a new circuit near Brazilia the following weekend.

The new circuit, Golanis, is currently being completed and will be the second circuit opened this year near the capital. Scavone says there is a great deal of political rivalry between the two tracks and he has to move carefully in organising the event.

If the world championship event is held at Interlagos then there will be no Formula 2 series as the G5 event will take all the budget; however if he can only get the non-championship race then there are strong hopes of a three race F2 series.



Porsche benefit: Ballot-Lena and Schickentanz pull out an early lead in heat two.

### Ballot-Lena's Montlhery GT win

Claude Ballot-Lena scored his second successive win in the Grand Prix de Paris last Sunday at Montlhery. He won the first heat after early leader John Fitzpatrick had a moment when the gear lever knob detached itself. Pole position man Clements

Schickentanz in another Porsche Carrera finished second 15 s behind while Fitz recovered to take third ahead of Ennio Bonomelli who was a lap behind. Fitz actually retook second place but his engine went off badly towards the end and he was un-

able to start the second heat. Ballot-Lena led off the line but the handling of his Porsche deteriorated and the German Schickentanz got by. The order stayed the same to the end although Ballot-Lena was only 0.5 s behind and took an easy overall win.

### Few F2s at Kinnekulle

It looks as though Formula 2 Championship points will be fairly easy to come by for those making the long trip to Kinnekulle in Sweden this weekend. Because of the distances involved and the fact that it is only a supplementary round of the championship very few of the regular competitors are going. Obviously the Pierre Robert GRD team of Rene Wisell and Sten Gunnarsson will be there and after his two showings at Pau and Nürburgring, Wisell must be a candidate for outright victory. The other graded driver present will be Tim Schenken in the Rondel Racing Motul who will be supported by Bob Wollek who is currently lying second to Jean-Pierre Jarier in the championship. The only other confirmed runners when we went to press were Jochen Mass in the Matchbox Surtees TS15, Patrick Depailler's Elf 2 which is long overdue for a win, and Bill Gubelmann's private March BMW.

### John Player F3s at Zandvoort

The first of the foreign rounds of the John Player Formula 3 championship takes place this weekend at the revised Zandvoort circuit in Holland. The French representation is rather small as there is a clashing French championship race at La Châtre. However all the top British men will be there. Amongst those going are the GRDs of Alan Jones and Tony Brise, the Marches of Ian Taylor, Russell Wood, Masami Kuwahara, Nick Crossley and Nicholas von Preussen, the Brabhams of Damien Magee, Randy Lewis and Johnny Gerber, the Ensigns of Mike Wilds and Mo Harness and Barrie Maskell with the as yet unraced Competition Car MRE.

● One of the leading Motorcraft Mexico Championship challengers Stuart McCrudden will be sponsored for the remainder of this year by Allam Generators, Britain's major manufacturers of small lightweight portable generators.

● Extensive television coverage by BBC 1's Grandstand programme is being made of the Spring Bank Holiday Monday John Player Formula 3 International at Oulton Park, possibly lasting some 2 hours.

● FF driver Philip Barlow has asked us to point out that he is no longer connected with his sponsor Tompa Car Carpets.  
● AB3 Racing Developments have recently moved workshops to Curriers Close, Coventry CV4 8AU (tel: Coventry 461135 day and Coventry 85654 night).



## Pit and Paddock



The Van Diemen FF car with creators Ross Ambrose (right) and Ralph Firman (centre) and first customer David McCullum sitting in the car.

## New FF announced

A new Formula Ford car made its debut at Snetterton last weekend. Called the Van Diemen it is the first product of Van Diemen International Racing Service Ltd a company set up by Tasmanian F3 driver Ross Ambrose and well known chassis tweaker and race car preparer Ralph Firman.

The first car has been built and delivered to Canadian David McCullum who will be run by Van Diemen Racing Services. The second car is destined for last year's Scottish FF champion and current leader of the BOC championship Donald McLeod. A further eight cars are being built and the company is due to

move into new premises very soon opposite the main gates to Snetterton circuit.

The Van Diemen is basically an F3 chassis although it is of course of the mandatory FF spaceframe construction. The chassis has extensive bracing to the cockpit for strength and safety purposes. The suspension is all fully adjustable with magnesium F2/3 rear uprights. Brakes are outboard at the front and inboard at the rear with the radiators at the side. Further inquiries on the Van Diemen should be addressed to The Hangar, Roundham, East Harling, Norfolk. Tel: East Harling 468.

## Formula Renault at Snetterton

Last Sunday, French club racing came to Britain in the form of over 50 Formula Renault cars contesting their national championship at Snetterton (see Bob Constanduros' report, page 25). The French had obviously taken the whole thing very seriously and some of them were at the circuit on the Wednesday for practice, although things were not apparently confined to the track!

The regs for this single-seater Formula are strictly laid out in a comprehensive booklet in French, German, English, Spanish and Italian and state that cars may only run on Renault 12 Gordini engines, complete with twin 45 DCOE carbs, Renault gearboxes with the ratios specified, and Michelin XAS tyres of specified dimensions front and rear. Michelin are co-organisers of the Championship and brought over a huge transporter of tyres for use by competitors. They also provide some prize money with bonuses as do Renault.

Organisation of the Championship round was most efficient with a large caravan on hand with staff to clear up any problems, and fuel for competitors being provided by Elf in the French paddock between Riches and Sear. In general the standard of construction of cars and the general appearance was as good

if not better than our Formula Ford cars, and the cars looked much better complete with wings and spoilers. Most popular, and most successful chassis was Martini, although the winner came from the Alpine camp in the hands of Patrick Tambay.

Despite the heavy rain in one heat and the final, there was no doubt that competition was high, and no quarter was given despite the weather. Cars are apt to fly off the road in any Formula in the wet, and the Frenchmen were no exception, but in general, they were much more reliable and competitive with one another than the BOC Formula Ford entrants at the same meeting.

When the yellow flag came out for an accident on the pit straight, which, incidentally could have taken place in any Formula, the drivers obeyed the yellow flag in a manner rarely seen on British tracks, hands being raised in acknowledgment of the yellow flag, and a reduction in speed which sometimes lost them many yards over other battling groups.

In the future, it appears we shall see the Formula Renault cars at Brands Hatch, although the real "catch" is considered to be the Formula Bleu Renault 12 saloon cars to race with the Mexicos, which would certainly be spectacular.

## NASCAR win for Pearson

The Winston 500 NASCAR Grand National Championship race at Talladega on May 6 was won easily by David Pearson's Mercury. The race was ruined on the tenth lap, however, by an enormous shunt which eliminated 15 of the 60 starters. The accident was started when Benny Scott in a Mercury hit one of the protection walls and bounced back into the middle of the track where he remained stationary. The leading bunch, following close behind at about 160 mph, could do little to avoid him and chaos broke out. Luckily only four people were hurt and none of them seriously, but two of the leading runners, Cale Yarborough and pole position man Buddy Baker, were both eliminated.

The race was then between Pearson, Richard Petty and Donnie Allison. Petty retired with a blown engine while Pearson pulled away strongly from Allison and won by over a lap.

## Three car Fiat Tour team

Huxfords, the Hampshire Fiat distributors, will be entering a three car team in the Avon Motor Tour of Britain. Leading the team will be Alison Davis and flying ace Sheila Scott in a Fiat 124 ST while other crews will be Jean Denton and Evening News motoring correspondent Sue Baker (Fiat 127) and John Rhodes/Colin Taylor in a 128 Rally.

## Simoniz bonuses

Simoniz will be offering bonuses to competitors using their products in the Tour of Britain. All competitors will have the opportunity to test the range of Simoniz car care products throughout the Tour and those carrying decals will qualify for the bonus awards. The bonuses will be: Overall winner £100; in each class awards will be given for the first six places at £50, £25, £20, £15, £10 and £5. There will be additional awards announced nearer the time.

● Geoff Friswell would like to hear from any spectators or marshals who saw his accident at Mallory Park in the Formula Atlantic race a couple of weeks ago. He is anxious to know whether it was the tyre or wheel which went first and caused him to go off. Friswell can be contacted at 38 John Simpson Close, Wolfston, nr. Coventry (tel: Wolfston 3393 or 2919).

Meanwhile it looks as though he will probably be out of racing for the rest of this year as he does not think the Surtees is worth repairing. He is hoping to have another go in Atlantic next year or hopefully towards the end of this year with a March.

## Follmer's shunt

The Rinzler CanAm Porsche 917-10 scheduled to appear at Silverstone this weekend was extensively damaged in testing at the Porsche training track last week, when driven by George Follmer. Damage is so severe that apart from missing Silverstone, the car may not be ready for the first CanAm round. Follmer was unhurt.

## Chris Tuerlinckx

We regret to report the death in a road accident last week of Belgian saloon car ace Chris Tuerlinckx. Tuerlinckx, who was 35, competed in rallies before becoming a rapid circuit driver at the wheel of General Motors products, either the Camaro or Opel Commodore. AUTOSPORT offers its sympathy to his family.

## Charles Blyth

We regret to report the death of British amateur driver Charles Blyth who was involved in a road collision in Sicily last Wednesday and died a day later of head injuries. Unmarried, 32-year-old Blyth was a very rapid club driver a couple of years ago with a TVR and clubman's sports car. Although his racing since then had been spasmodic he entered the Targa Florio with his road-going Lancia Fulvia. On Wednesday afternoon last week he had done some unofficial practice and was returning to his hotel when an oncoming car, towing a racing car, swerved in his path. Blyth was thrown from the rolling car and, after a night spent in the brain centre at Palermo, died without regaining consciousness.

His co-driver, who was riding with him at the time of the accident, Bob Cuthbertson, remained inside the car and escaped with superficial injuries.

To Charles Blyth's family and friends AUTOSPORT offers its deepest sympathy.

## Art Pollard

Veteran USAC driver Art Pollard was killed last Saturday during the first qualifying session for this year's Indianapolis. 46-year-old Pollard was driving an Eagle when he lost control in one of the corners. Having spun the car towards the inside of the circuit the Eagle turned sharp right and went straight into the outside retaining wall which it hit very hard. The car was launched into the air and somersaulted a couple of times before landing on all four wheels and bursting into flames, as it slid 400 yards down the track.

Pollard was badly burnt on the face and neck and died an hour later in hospital. Pollard who was taking part in his sixth Indy, broke a leg while practising for last year's event and was unable to start.

AUTOSPORT sends its sympathies to his family and friends.



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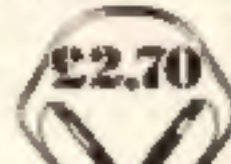
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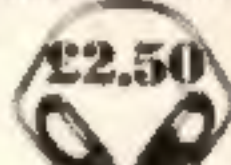
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## Trojan F5000 for Willie Green

Willie Green is to drive a new Formula 5000 Trojan in the Rothmans European Championship. The car will be owned and entered by Hexagon of Highgate and will use Alan Smith Chevrolet engines. Green, famous for his historic and sports car exploits, should be making his debut in the Trojan at Mallory Park on Bank Holiday Monday.

The car was originally intended as a third car for Sid Taylor to run, Taylor's Formula 5000 plans being seriously interrupted by Brett Lunge's accident at Oulton Park last week. Taylor planned to run another Trojan in America. In addition to the one with which Jody Scheckter is leading the L & M Championship. The next round in the L & M series is at Michigan this weekend.

● At Le Mans on Thursday, June 7, there will be special historic sports car races to commemorate the 50th year of Le Mans. There will be three separate races for prewar car, postwar cars up to 1100 cc and post war cars over 1100 cc. All three races will be of 45 minutes duration and already there is a very good entry from Britain, including most of the historic sports car regulars.

● Sonny Rajah is currently looking around for a Formula 5000 chassis and engine with which to contest the next Tasman series. Rajah hopes to form a two-car team with New Zealander Kenny Smith, who will be visiting Britain this summer to select his equipment.

● John Coombs has asked us to point out that he did not put in the protest about the FVD engine at Pau. "I have been in motor racing for 22 years and never protested," said Coombs, "although I have had many chances."

## Weekend sport

At Brands Hatch this weekend, the BARC are staging a championship meeting highlighted by a Forward Trust Formula 3 Championship round. Despite the clashing of the John Player round at Zandvoort, there is still a maximum grid for the Brands race headed by the GRDs of Henton, Passador, Roberts and Ginn; with Friedrich, Teleco and Santo in Marches and Mike Tyrrell's Ensign.

The Wella Formula Ford Championship round will be run in two heats and a final with notable entries including Peter Harrington, Stephen South, Roy Klomfass, Ted Wentz, Bob Arnott, Roger Manning and Denny Shattuck. Another main championship round is for Shell-GG clubmen's sports cars with the U2s of Richard Mallock, Vernon Davies and Brian Husbands taking on Rob Cochran's Bladen, Sid Marler's Gryphon and Richard Groombridge's Hustler.

Ian Grob's Chevron B23 heads the Castrol/MN sports GT entry which also features the Lola T212s of Jeremy Lord and Peter Long, Frank Aston's Astra and John Calvert's Royale. The eight race programme is made up by two special saloon races, with the larger classes including Rosen Nash's 7-litre Fairlane, Strawson's Falcon, Mann's Anglia and the Mini-Coopers of Terry Harmer, Bernard Bird and Brian Cox (BDA engine). The Imps of Ray Payne and Alastair McHardy face Roger Saunders' Mini in the 1-litre race.

All in all, an excellent eight race programme planned for this Sunday's BARC Championship meeting. The first race starts at 2.30 pm.

● Britain's biggest sports car race, the Martini International Super Sports, takes place this Sunday and the full details can be found on page 37.

## Championship positions

Castrol production saloon: Over £1,500  
1. Tony Lanfranchi, 26; 2. Richard Lloyd, 13; 3. Roger Bell, 21; 4. John Bennett, 20; £1,050 to £1,500 class: 1. Tim Bask, 20; 2. Barrie Williams, 17; 3. Bernard Unell, 15; 4. Denis Thorne, 6; £801 to £1,050 class: 1. Ivan Dutton, 15; 2. Dennis Bisset, 12; 3. Mal Ross, 10; 4. Simon Kirby, Richard Mortimer, Mike Bundy and Keith Wallace, 6; Up to £800: 1. Eric Horsfield, 26; 2. John Wootton, 21; 3. Tony Lanfranchi, 20; 4. John Webb, 5.

MCD Special Saloon: Over 1300 cc: 1. Dave Armstrong, 39; 2. Tony Suggden, 34; 3. Tony Mann, 52; 4. Mike Cabbres and Group Nine, 9; 1001 to 1300 cc class: 1. John Chappell, 38; 2. Bernard Bird, 17; 3. Bob Jones, David Conway and Bob Fox, 15; 851 to 1000 cc: 1. Ray Edge, 43; 2. Rob Mason, 19; 3. George Bell and Alex Clacher, 15; Up to 850 cc: 1. Neil Dineen, 16; 2. Alan Kimp, 29; 3. Trevor Williams, 24; 4. Peter Day and Roger Matthews, 18.

STP production sports: Over £5,000: 1. Nick Paine, 72; 2. John de Sneland, 24; 3. Chris Meek, 19; 4. Alan Minshaw, 18; £1,425 to £5,000: 1. Roger Smith, 30; 2. Malcolm Wayne and Julian Stone, 12; no other places; £1,200 to £1,425: 1. Shaun Jackson, 64; 2. Ron Hootkinson, 24; 3. John Targers, 5; no other places; Up to £1,200 class: 1. Geoff Tilt, 69; 2. Andrew Chubbuck, 42; 3. Terry Mathews, 30; 4. Mike Chubbuck, 27.

BOC Golden Helmet Formula Ford: 1. Donald Macleod, 40; 2. Bob Arnott and Derek Lawrence, 34; 4. Dick Parsons, 28; 5. Roger Manning, 15; 6. Frank Hopper and John Crowe, 10.

Lombard North Central Formula 3: 1. Russell Wood, 17; 2. Tony Brice, 12; 3. Mike Woods and Alan Jones, 10; 4. Damian Magee and Leonal Friedrich, 4; Tarmac British Racing: 1. Frank Gardner, 35; 2. Peter Gashin, 24; 3. Steve Thompson, 26; 4. Tony Dean, 22; 5. Russell Wood, 22; 6. Brian Muir, 20.

Townsend Thorneley Formula Ford: 1. Rob Wicken, 24; 2. Frank Hopper, 15; 3. Richard Morgan, 9; 4. Will Ait, 8; 5. Frank Bradley, 4; 6. David Maccheron and Lou de Maric, 10.

Mini Messenger special saloon: 1. Ryan Lee and Ray Gifford, 15; 3. Terry Allen, 9; 4. John Walsh, 8; 5. Michael Bond and John Homewood, 8.

Shellsport Greater Grant Clubmen sports: 1901 to 1800 cc: 1. Richard Mallock, 19; 2. Neil Stanbury, 13; 3. Rob Gordon, 18; 4. Vernon Davies, 3; Up to 1800 cc: 1. Peter Cocks, 18; 2. Derek Walker, 17; 3. Martin White, 14; 4. Martin Young, 8.

Yellow Pages Formula Atlantic: 1. John Lepp, 22; 2. David Purley, John Nicholson and Colin Vandervell, 30; 3. Joe Patterson, 18; 4. Tom Pryce and Cyd Williams, 15.

BY Formula Atlantic: 1. Tom Pryce, 29; 2. Colin Vandervell, 27; 3. David Purley, 25; 4. Ken Bailey and Stephen Chubbuck, 8; 6. Cyd Williams, John Nicholson and Jim Murdoch, 7.

John Player Formula 3: 1. Russell Wood, 32; 2. Alan Jones, 37; 3. Ian Taylor, 31; 4. Massimo Kusashima, 20; 5. Damian Magee, 16; 6. Tony Brice, 15.

Rothmans European Formula 3000: 1. Steve Thompson, 22; 2. Tony Dean, 62; 3. Brett Lunge, 58; 4. Peter Gashin, 43; 5. Teddy Pilette, 40; 6. Tom Belto, 32.

Blue Circle Modified Sports: Over 2000 cc: 1. John Pearson, 12; 2. Brian Hough, 11; 3. Chris White, 6; 4. Brian Moss, 4; 2001 to 3000 cc: 1. Ed Stephens, 14; 2. John Kerec, 7; 3. Mike Westminter and Rod Langton, 3; 1151 to 2000 cc: 1. John Fletcher, 15; 2. John Evans, 13; 3. Richard Jenvey, 4; 4. Gerry Marshall, Peter King and Andrew Talbot, 2; Up to 1150 cc: 1. Roger Cowdry, 13; 2. Bob Jarvis, 8.

3. Andrew Bailey, 7; 4. Brian Lambert, 4.  
Britax Production Saloon: Over £1,500: 1. Roger Bell, 14; 2. Gordon Spice, 7; 3. Richard Lloyd, 6; 4. Jim Edwards, 11,051 to £1,500: 1. Bernard Unell, 10; 2. Denis Thorne and Derrick Brunt, 8; 4. Derek Whitman, 5; £801 to £1,050: 1. Ivan Dutton, 14; 2. Keith Wallace, 6; 3. Alan Foster, 6; 4. Richard Mortimer, 5; Up to £800: 1. Tony Lanfranchi, 15; 2. John Wootton, 21; 3. Eric Horsfield, 26; 4. Olinah and John Markey, 2.  
Wella Formula Ford: 1. Peter Harrington, 15; 2. Roger Manning, 13; 3. Denny Shattuck, 7; 4. Roy Klomfass, 6; 5. Peter White, 3.

Forward Trust special saloon: Over 1300 cc: 1. Gerry Marshall, 14; 2. John Turner, Dave Millington and John Pope, 6; 1001 to 1300 cc: 1. John Watts, 11; 2. Nicholas Waites and Ian Briggs, 4; 4. David Boon and Ian Richards, 3; 851 to 1000 cc: 1. Ray Payne, 10; 2. John Hipsley, 8; 3. Martin Sallick, 7; 4. Peter Birdwin, Les Nash and Leonard Capock, 3; Up to 850 cc: 1. Peter Clough, 35; 2. Barry Reeco, 6; 3. Graham Boulton, 4; 4. Robin Brakes, 3.

Forward Trust Formula 3: 1. Ian Taylor, 21; 2. Alan Jones, 11; 3. Mike Woods, 11; 4. Mo Harnes, 10; 5. Andy Sutcliffe, 6; 6. Tony Brice and Massimo Kusashima, 4.

● Massimo Ciccozzi is leading the Italian Formula Ford Championship with a Dulon, entered by Autocostruzioni of Milan. Dulon, incidentally, have recently sold a number of cars to Zambia where they hope to stage their first Formula Ford race soon.

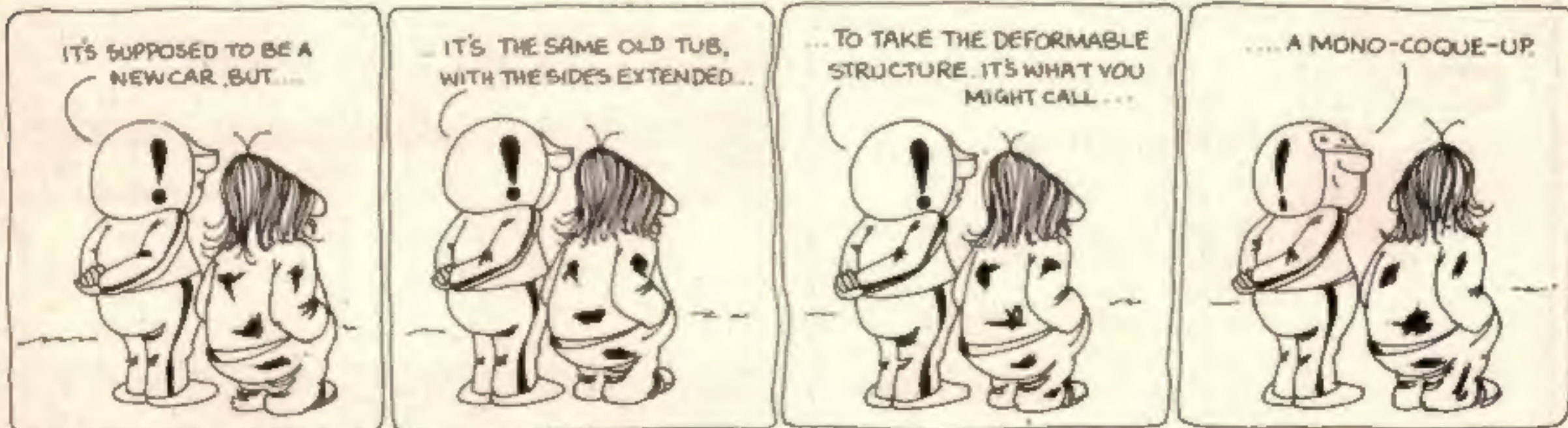
● The European Touring Car Championship is meant to get under way again at Salzburgring this Sunday following its cancellation at Easter through adverse weather conditions. Ford and BMW will be fielding strong teams again, in this the second round of the series.

## INTERNATIONAL DIARY

May 19/20  
Indianapolis 500 qualifying, USA (USAC).  
May 20  
European and Belgian Grand Prix, Zolder (World Championship for Drivers, Formula 1, round 5).  
Kungsälv, Sweden (European Championship for Formula 2 Drivers, round 6).  
Silverstone, England (Intercontinental, round 5).  
Mazda, Spain (European Hillclimb Championship, round 3).  
Michigan, USA (L and M F5000).  
May 20/21  
Paris-St Raphael Peminin, France (European Rally Championship for Drivers, round 12).  
May 23/24  
Acropolis Rally, Greece (World Rally Championship, round 8).  
May 25/27  
Wiesbaden Rally, Germany (European Rally Championship for Drivers, round 13).  
May 27  
Nurburgring 1000 kms, Germany (World Championship for Makes, round 7).  
World 500, Charlotte, USA (NASCAR).  
May 28  
Indianapolis 500, USA (USAC).  
Mallory Park, England (Rothmans European F5000, round 7).  
Oulton Park, England (John Player F3 Championship, round 4).

## CATCHPOLE

By Barry Foley





The Targa Florio is the world's oldest surviving motor race, and a unique experience which is now threatened with extinction. The reporter, therefore, thought perhaps he might be allowed the liberty of breaking away from the conventional reportorial format for what may well be the final Targa-as-we-know-it. What follows is something of an experiment, the intention being to try to convey some of the atmosphere of this most unconventional event.

Friday, 00:45 am. Three hours and a quarter from Messina and I'm only just now coming down into Cefalu. It's been merely 118 miles, but it's the most exhausting piece of road I've ever seen. It was fun for the first couple of hours, but I'm getting tired now. Switch-backs and hairpins and blind humps, stone parapets and trees and narrow cobbled villages, and potholes and fallen stones and archetypically maniacal native drivers—what a job the old Tour of Sicily must have been! I'm glad my hotel reservation is here and I can stop.

I'm half a day later than I intended to be, and now it's so late I won't find anybody up. I'll have to wait for tomorrow to find out what's going on. The last Targa, they're saying. Does that mean there will be a lot going on, or does it mean there won't be much? I don't even have a clear idea of who is entered, Ferraris and Alfas, I think, but who else?

Friday, 09:00 am. I've slept too long, everybody's already left the hotel. I didn't realise there was a morning practice. No point in going out to the circuit now, I wouldn't get there, the roads are closed. I'll potter around doing some mundane necessities, and see if anyone comes back for lunch; I can interview them then!

Friday, 14:25 pm. I really ought to get myself organised. No one ever did come back for lunch, so finally I tried to go to the pits area, but I left it too late again and now I'm roadblocked. Lots of burly motorcycle policemen in my way, don't think even the magic of the AUTOSPORT name will work on them. Might as well give in, park, and see what I can.

What a lot of Sicilians stuck here with me! They can't all have been caught unawares. I'll bet half of them came this way on purpose today. They certainly all look happy with the delay. Quite a festive mood in this traffic snarl. Most of them have strolled up to the circuit, where it comes down the slope from Campofelice and pre-empted the coast road. I can hear a few little buzzy racing cars winding down through the bends.

Friday, 16:00 pm. I've strolled up the hill to just below the village, where I'm sitting on a stone wall with my feet on the race track. There's been a complete lull, nothing has come down out of the mountains for quite a while, but I can't think practice is over so soon. I wonder if there has been trouble, somewhere back along those 40-odd miles of twisting narrow road. No way to find out, the police haven't heard anything. Might as well just sit and enjoy the sunshine.

An Alfa came bursting down a while ago. We could hear it for a good minute before we saw it, a frantic rasping note something like a BRM, echoing and fading through the village buildings and then hurtling down through the olive groves straight at us. Suddenly it came dancing sideways around the bank, lunged, and blurred by. I caught an impression of black eyes inside a helmet but I didn't see the markings well enough to recognise who it was. The car was just a sketch of sweeping bat-fins around a hump, then it was gone around the next stone wall. The furious noise checked just a couple of times going down to the main road, whoever it was knew the circuit, then the car shot into view again, a little red toy scooting out onto the straight. It went up through the gears rapidly, rasp—rasp—rasp, went up to redline in top, and dwindled away. We could hear it long after we had lost sight of it, the drone coming back hard and strong all the way along that three-mile straight by the sparkling sea. It must have gone on for fully a minute, gradually fading away but, with my hands cupped to my ears, I could still



Jacky Ickx takes the Ferrari through one of the Sicilian villages.

## TARGA FLORIO

# Porsche show the way

By PETE LYONS

Photos by PHIPPS PHOTOGRAPHIC

A Porsche was the bridge between two eras in Sicily last Sunday. Running their Martini Carrera RS in the 3-litre Prototype class, Herbert Muller and Gijs van Lennep easily outlasted the pukka racing machines from Ferrari and Alfa Romeo, and outperformed every other kind of car entered in this supposedly "final" Targa Florio. The continuing success in this year's Manufacturers' series of what began as normal road-going cars, for Porsche now have two wins and 63 points after six races, must be fuelling the ambitions of those who want to see the Championship fought out with this sort of car exclusively. In all likelihood, if the Targa is to continue its traditional open-road format it will be with vehicles like this; the excellent reliability coupled with the outstanding speed of the Carrera model suggests such a prospect is not entirely dismal.

On the Piccolo Madonia last week the more appealing, more exotic, more emotional sports-racers were somewhat faster, but not for long. The Martini car started with fourth best practice time, and as one after another, the pair of Ferraris and the single Alfa Romeo dropped out—in each case due to problems which might in part be attributed to driver error—Muller and van Lennep found themselves securely in the lead well before half distance. The Arturo Merzario/Nino Vaccarella Ferrari, starting first, had a rear tyre go flat on the second lap and a long drive down the coast road on the rim may have caused the ultimate halfshaft failure. The Jackie Ickx/Brian Redman 312P retired at the scene of a simple loss of control, while the Rolf Stommelen/Andrea de Adamich flat-12 Alfa, which displayed startling speed and was beating both Ferraris, tripped and fell over a smaller competitor on the fourth lap. The Clay Regazzoni/Carlo Facetti Alfa 12 was all but written off in a practice flip, and an older Alfa 8 practised for half a lap by Teodoro Zecchi/"Pam" never recovered from a ruptured oil line. It was left to a single Lancia Stratos, driven by one of last year's co-winners Sandro Munari and Claude Andruet, to harry the trio of Martini Carreras, and come in second at the end.

hear when the driver finally lifted off for the swerves at the far end. Then I lost the sound, it was gone in the summery chirps of birds and the rattle of the breeze in the lemon trees. Friday, 16:30 pm. I've made contact at last! My friends have wallowed home from a hard day at the circuit, sunburnt already, raging for beer. We've rounded two at a large table in the middle of the hotel's bar area, and as familiar faces drift by we net them in to us for a few words of information. Here's Good-year Harry: did we know about Reggae? That he'd gone off the road end over end? Lord,

no, he was missing but nobody had known why. Is he hurt? No, he's all right, but the Alfa is pretty doubtful. They'll almost certainly have only the one in the race, now. Dear dear, that's a set back. Say, though, Ferrari were in some kind of trouble, too, did you see Ickx come by missing his nose-piece, just himself sitting there in the wind? What happened? Well, he didn't really say, just sort of mumbled something!

Somebody thought he saw two Ferraris go by minus bodywork, Merzario in the second one. Did you see him down where you were?



No, he never got to us, apparently. Must have stopped somewhere. But perhaps that was an Alfa, what about de Adamich, didn't he go off somewhere as well? Oh, yes, quite near Regazzoni as a matter of fact, a few kilometres earlier, just past Polizi junction. Bad? No, no, just a bit of bodywork at the front.

How is that bloke in the Porsche? What's that, which Porsche, where? What, in Campofelice, why we were just there and didn't see a thing. Oh, crikey, he lost it in a big way just at the top of the town and took out a tree, roots and all. Think he's all right, he was lucky. One of the Martini cars. What say, that's the third shunt they've had this week. Yes, and all three the work of this one bloke. Can't think they're very pleased with him.

Someone recalls the spot: he didn't hit that big pile of marble slabs, did he? No, went off to the other side. Ah, good, speaks up Geoff Goddard, otherwise he'd have made his own instant tombstones.

It's getting joyful here. Targa stories are going the rounds. Laurie Morton tells his favourite, the time the Chaparral came down and on its first lap in one section the wing was scything off branches hanging over the road. A peasant was caught totally unprepared for the sight: all he could do, rooted to the spot, was put a hand over his heart and murmur "Madonna".

Stop, stop. What about times, who's quickest? Oh, it's Merzario, he's done a 33.38.5, that's quicker than Kinnunen's old record, isn't it? We think so, but nobody is sure by how much. Who's next. Oh, Stommelen in the Alfa, he's an ace around here, did a 33.41.1. Next was Reggus, 34.20.8 before he crashed, and Redman did 34.59.1. Ickx took their T-car round at 35.23.7. Are you sure that was the T-car? Well, that's what the sheet says. Hmmm. How are the Martini cars doing. Van Lennep's done a 36.52.1 in his own car, but he drove one of the others today, too—doing a lot of practice, he is. Munari's next in the Stratos, 37.26.5. Next one's a Chevron, Mirto's got a 38.18 dead.

We're a clearing house for information, at this table, but it's not enough. Have to go around town looking for people to talk to.

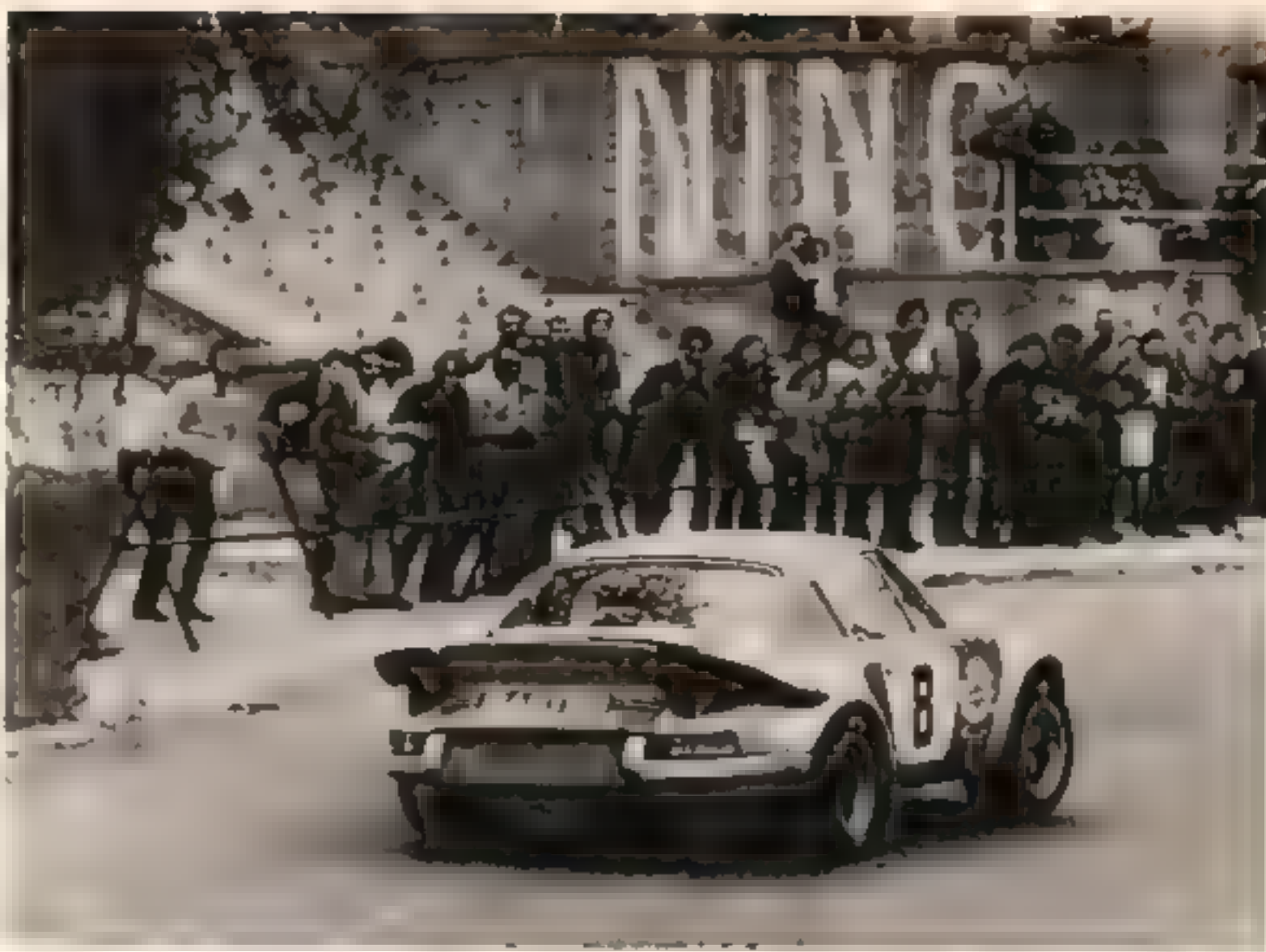
Oh, one last thing. Doug Nye went to that press briefing thing yesterday, what was that all about? Well, it was all about the future of the Targa Florio. Which is? It was all in very impassioned Italian, with lots of clapping of hands to hearts, but I gathered they were determined to preserve the thing somehow and they were sending a delegation to the next CSI meeting, which is at Indianapolis. They want some kind of compromise that will let them carry on with the old circuit. What despite all this talk about a new short circuit? That's what I gathered.

Friday, 23.55 pm. We've just come back from a marvellous blind around the circuit. Gotta make that pilgrimage, if just to impress our selves with what a fantastic challenge it is. It goes up, and down, and up, and down, and it never stops swerving and twisting.

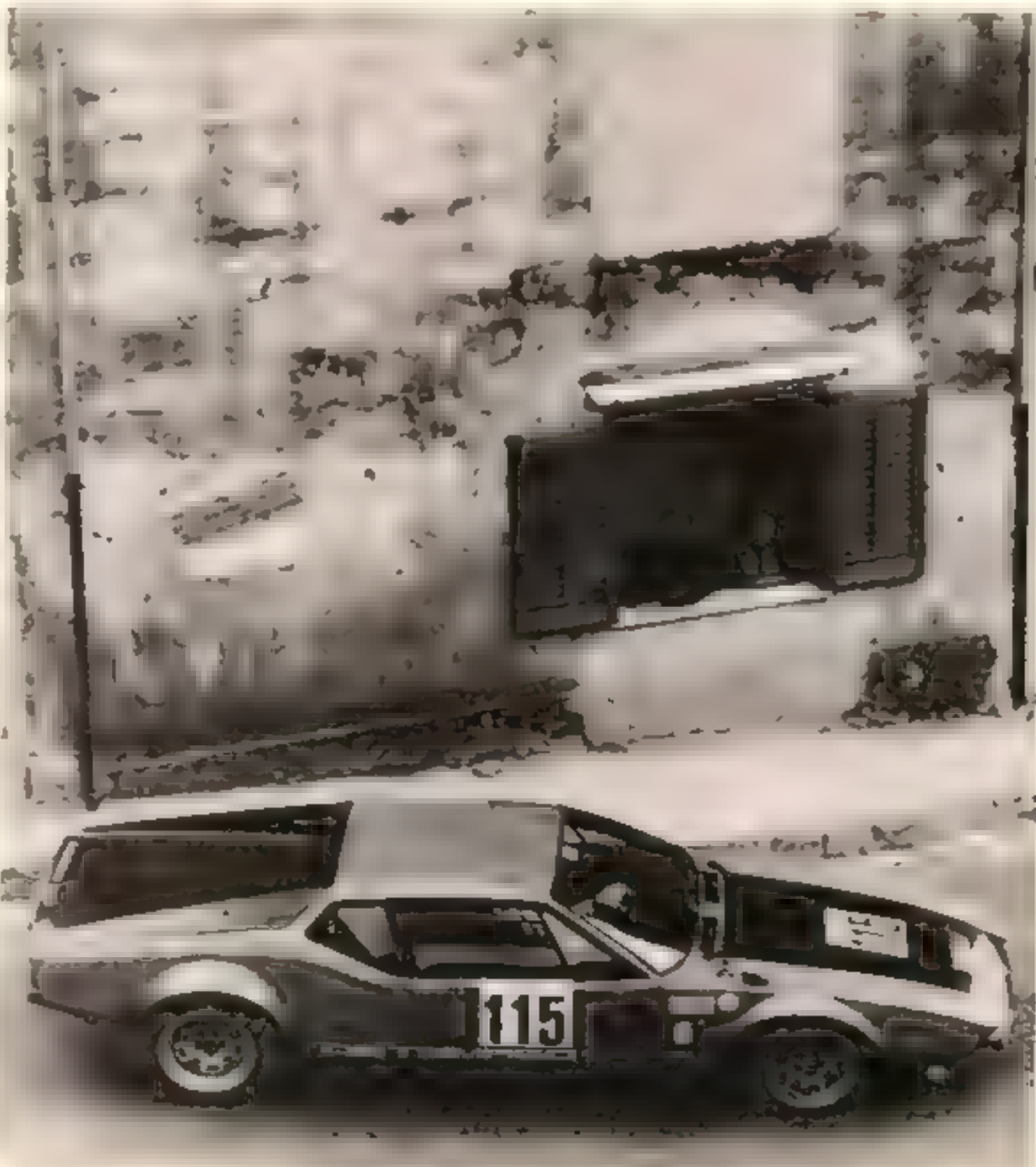
There are already thousands of people camping up there, it's really a madhouse scene. People strolling all over the circuit, other people carving each other up doing fast laps—in both directions. It's all of a piece with traffic on the rest of the island, actually. I don't reckon that the actual race is quite as dangerous as everyday events, here!

Have to do my homework tomorrow. No practice, but maybe I can find people to talk to in their garages. Always supposing I can find their garages.

Saturday, 13.30 pm. Found the Martini garage, a little place on the seacoast part of the circuit, and there was van Lennep to talk to. The cars are all going to run in the prototype class this time. They had four initially but only three left now—for rather obscure reasons having to do with glassfibre bits and engine crankcases. Gijs is a bit miffed about some of this homologation furor; he says they've been called on certain things that weren't really an issue. But, he says with a savage little smile, if they really want us to run prototypes, we will go away and



The winning Martini Porsche Carrera of Gijs van Lennep Herbert Muller (above). The Pietromarchi Micangeli de Tomaso Pantera watched by two of the best protected spectators.





really make up some prototypes! The mild boggles.

The engines have new pistons since breaking them at Monza, and the chassis of course are set up for this tight, bumpy circuit. They'll carry spare wheels and gear for changing them, but no other tools or spare parts. Stands to reason, tyres are probably the big achilles heel of racing cars these days. What opposition do they think they have in class? Ferraris and Alfas, of course!

We're just going to go out and go like hell and see what places we can pick up. That kind of driving is fun.

15.00 pm. Up in Cerda, on the circuit, is the Alfa garage, and there was Regazzoni looking in one place. What happened to you yesterday? Oh, it came out of the corner and went this way and that way and off and up and down and up and turned over. Apparently he had to climb out from underneath all by himself. No fire. How bad is the car, can they fix it for the race? No, not by this race. Maybe next race.

So I go around the corner, and there the mechanics are loading onto the transporter a compact mass of ruled up alloy and plastic. Looks to me that they might fix it for the next race if the next race is in about six months' time.

Clay says that he finds the Alfa handles better than the Ferrari he drove last year. "more precise," but he's less happy about the brakes and the engine's spread of useable power is narrower.

17.00 pm. The Ferrari team is working in the basement car park of their hotel. They have three cars, one being a year-old short wheel base car for a T, while the two race cars are chassis numbers 0894 for Ickx Redman and 0892 for the others. I'm not allowed in side but I can see a few tweaks for the circuit: bulges in the right, driver's side of the chassis for a spare wheel (all the fuel is inside the opposite pontoon), longer exhaust system, single-rate coil springs (which it seems to me allows the maximum suspension deflection on this really bumpy surface), and both cars have radio masts fitted to the roll bars. It's a two-way system, driver and pits can talk to each other. Just when on this circuit a driver has time for idle chatter is not clear; one could guess the radio would be most useful to report a breakdown somewhere on the circuit. Apparently the Ferrari antenna system can cover almost all of the mountainous lap, with only two or three "shadows." Ferrari seem to be taking this whole thing a bit more seriously than they did last year, with more cars and star drivers.

Midnight: Some of us are having a delicious meal at an atmospheric old restaurant down at the waterfront, and as he empties another pitcher of very smooth local red, Alan Henry opines that what we are about to do tomorrow is very important: it's the last link to the great open-road races, the Paris-Bordeaux race. And besides that, he adds, the concept of a 312P Ferrari squalling around the mountains of Sicily is so incongruous, that it's magnificent. I clink glasses with him.

Sunday, 02:15 am. I don't want to watch this race from the pits. Hang knowing what's happening, I want to feel it. I'll never get up at 4, not after a party like that one turned into, so I've driven straight up here deep into the mountains, the farthest point of the circuit, to Bivio Polizi. Here I'm parked, along with several thousand others, in the road that comes in and makes a place just big enough to set up a rude little service point for a few cars. I should have a chance of getting an idea of what's happening in the race from this point, and anyway it's a splendid setting. My mountainside is teeming with people, with tents and bonfires and groups strolling and shouting and singing, and little cars tearing up and down the hairpins of the circuit. Far out across the deep valley the opposite mountain is a brooding dark mass, with dark clouds wetting the bony peak, but winding and curling up from the trough of the valley, all the way up and across a saddle to the valley on the other side, is a thin squirming snake of lights. Thousands

of little cars are following the circuit, milling around, manoeuvring, parking on the verges.

There's an atmosphere of fantasy up here tonight. Glad I came.

08:15 am. Can't even try to sleep any longer, little of it that I've had. The start's for nine o'clock. Wish I wasn't so tired and stiff and so grubby-feeling. Can't we postpone this another day? It's absolutely wall to wall people up here, jostling by the car, carrying chairs and sacks of food and blankets and babies and radios.

08:55 am. I've made friends with a local group huddled around a radio, which is receiving a live broadcast from the start line so I'll be able to synchronise my stopwatch with the departure of the first driver.

09:12 am. They were a little after the hour but I'm now on race time, and I'm perched

up on a steep loose slope right above the hairpin, the outside verge of which is the crowded service point I'm looking, and ten thousand sharp Sicilian eyes are looking, out across the valley at the opposite mountain, nice and soft green in daylight, searching where the clustered bacteria of parked cars shows us the line of the circuit. We all want to be first to spot the first car. It should be along soon.

09:15 am. Yes! A tiny red sliver bobbing along amongst the cars and people-specks. Already it's plunged over the edge and is sliding down the long slope, writhing back and forth, and this far away we can hear the musical bursts of its engine between corners. It's probably a Ferrari—yes, there now is a darker red blob coming along behind, that's the Alfa.

The very rapid 12-cylinder Alfa Romeo of Stommelen/de Adamich in front of one of the many natural grandstands.





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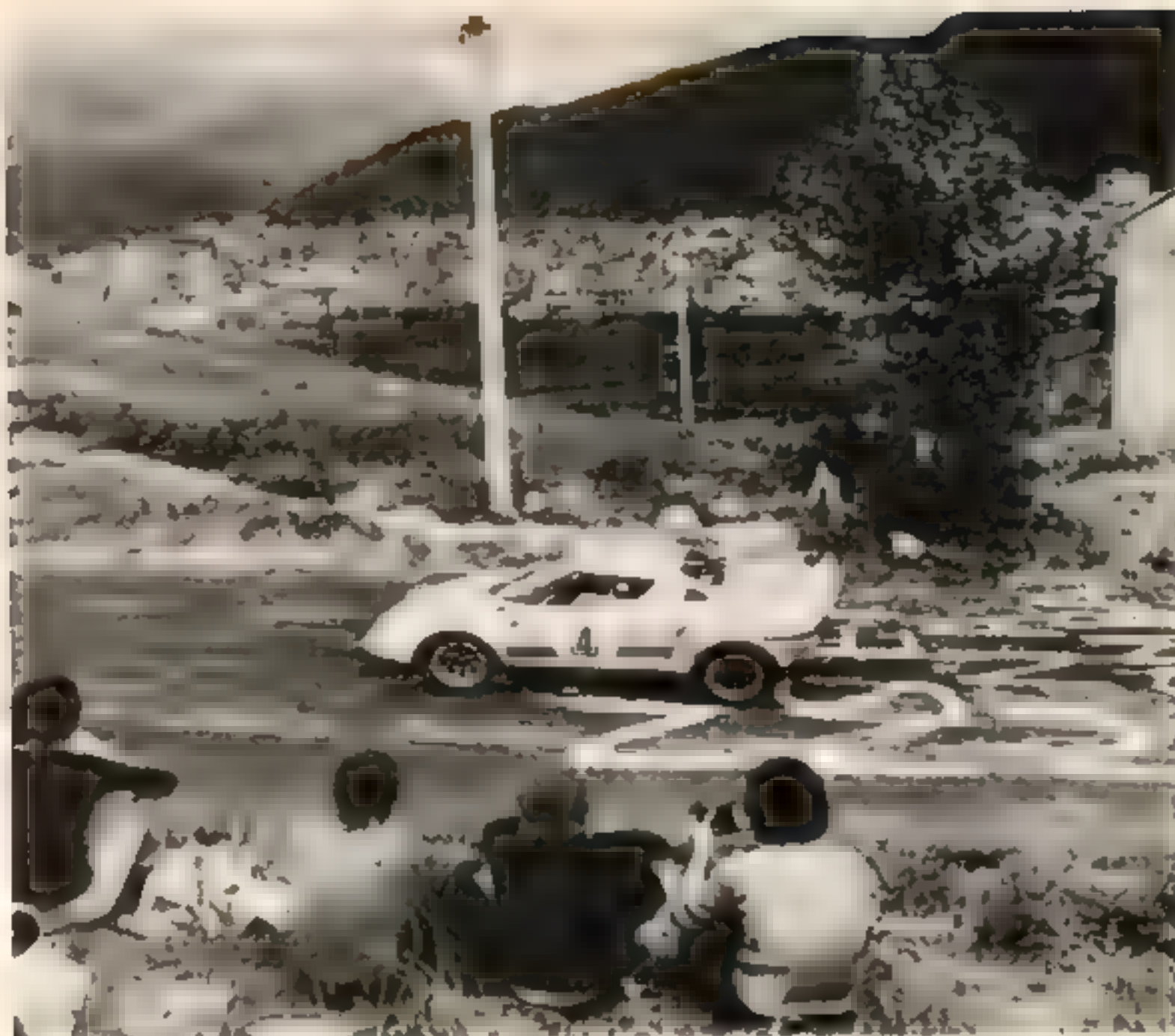
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The Munari Andruet Lancia Stratos finished second (above). While the McRoden Moreschi Chevron went steadily to take fourth (below).



09:16 am. The Ferrari is down in the bottom of the valley now, just darting under the huge new Autostrada. I can just make out its shape now, a red wedge with a hint of green trim. That'll be Merzario—if I had any doubts the gesturing, name-shouting folk around me would set me straight. That's Stommelen behind and Ickx is winding down the hill as well. They started in that order at 20 s intervals, except that as I heard the sounds of the engines on the radio I figured Ickx to be only 19 s behind Stommelen. Muller's Porsche will be just 60 s behind the first starter, and Munari in the Stratos should be next. My object is to time them all at our hairpin and work out how they all rank on corrected time at this halfway point.

09:25 am. Yes, whew, now let's see. The green-trimmed Ferrari came boiling up the hill and skidded through by us at 20 m 41 s after he started, but the Alfa was only 13 seconds behind that, while the yellow-marked Ferrari was 46 s behind the Alfa. That means Stommelen has made up 7 s and is actually leading the race, at this point, by that amount, while Ickx is losing a lot of ground. Muller hurled the Porsche up through at 22 m 26 s after the base hour of 9 am, which means he's taken just 21 m 26 s to get here—not at all bad going, and he certainly must be fourth.

A stream of littler cars is pouring through here now, Chevrons and Lolas and Lancias and Fiats and locally-made prototypes, but

I'm going to have to ignore them. I just can't cope with them all.

10:00 am. I sat perched in the same stoney spot waiting for the second lap, and as before we saw and heard them come down into the valley and rasp up to us, but this time Stommelen was first on the road at 9:56.20, then Ickx came through 57.30, then there was a two minute pause and Muller scratched into sight at 59.37 and there was Merzario right on his tail, call it a second's difference. Now then, Stommelen is leading handsomely 50 s to the good over Ickx, while Muller is (so far as I know, I'm only doing these few cars) third and Merzario has obviously lost time somewhere.

10:40 am. Third time through, and there was some action. The Alfa came charging up, swung wide, and stopped behind a couple of hay bales while its crew hooked up a big churn of fuel. It was stationary for 30 s, and just 6 s after Stommelen wheelspun away Ickx came up lost an instant blocked behind a slower car, and took on the same amount of fuel and was rolling again in 14 s. They had wheels moving at 10:30.57 and 10:31.17 respectively—which means that as they left here, and if I'm right about that 10 s differential at the start, Ickx is only a second behind after 90 m 38 s of racing. Hey! this is a keen motor race.

A Ferrari mechanic stood by with a churn of fuel for a long time but Merzario never appeared. He's apparently out. Muller droned on by without a stop, 94 m 59 s into his race.

11:05 am. Here's the Alfa again, just about on schedule, but it's de Adamich in the cockpit so clearly they've had a full-scale stop in the pits. Now, I could swear that as I saw the dark red blob of the Alfa going down the other mountain I could see a lighter red blob with a hint of yellow at the tail, but there isn't any loud rasping noise approaching us and no sign nor hint of a Ferrari anywhere. What's happened?

11:45 am. I'm back at the car, eating my picnic lunch, keeping an eye out over the valley, as the Alfa should have appeared by now, but it hasn't. Nor has Ickx, nor Merzario for that matter, and I very much think our race, which was so keen a while ago, is all over. I don't know for sure, but I think Muller/van Lennep must be leading—anyway that's what the spectators seem to think as they greet them with applause now as they drive by, still driving hard. Many of the other cars have slowed right down now, as if the drivers were tired and confused by all the corners, but the Martini cars are going strongly and properly and there's no reason to think they won't until the end. Now I'd like to be at the pits, but there's no way to get there short of a hundred mile drive through the back country. The sun's warm, think I'll catch a nap in the grass, here.

Monday, 03:40 am. This has turned into one of those all-nighters, but I think I've got most of the story, now. I was right about seeing Ickx going down the mountain that last time, he caught a wheel in the gutter avoiding a stone and shunted over there a moment later. That explains the helicopter I remember watching in the area. De Adamich got a few kilometre posts past me and crashed into a slower car he was trying to overtake. Merzario's early delay was because of a punctured rear tyre; he drove on by the intended change point in Collesano and on a long way to the pits. His halfshaft on the same side broke at Cerda just after he rejoined. The Porsche kept going without any trouble at all.

#### Targa Florio, May 12

1. van Lennep Muller (Porsche Carrera RS) 4 h 34 m 30 s  
2. M. R. Andruet Lancia Stratos 7 h 0 m 30 s  
3. M. R. Andruet Lancia Stratos 7 h 17 m 42 s  
4. M. R. Andruet Lancia Stratos 7 h 17 m 34 s  
5. M. R. Andruet Lancia Stratos 7 h 25 m 35 s  
6. M. R. Andruet Lancia Stratos 7 h 27 m 30 s  
7. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
8. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
9. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
10. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
11. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
12. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
13. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
14. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
15. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
16. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
17. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
18. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
19. M. R. Andruet Lancia Stratos 7 h 28 m 20 s  
20. M. R. Andruet Lancia Stratos 7 h 28 m 20 s



# DATSUN ROAD TEST REVIEW

## SPECIFICATION AND PERFORMANCE DATA

Car tested: Datsun 180 SSS 1955 fixed-head coupe, price £1495.00 including tax.

Engine: Four cylinders, 85 mm x 78 mm (1770 cc) Compression ratio 9.5 to 1 115 bhp (gross) at 6000 rpm Carburettor: single overhead camshaft Twin SU horizontal carburettors

Transmission: Single dry plate clutch 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.542, 2.019, and 3.382 to 1 Hybrid final drive ratio 3.7 to 1

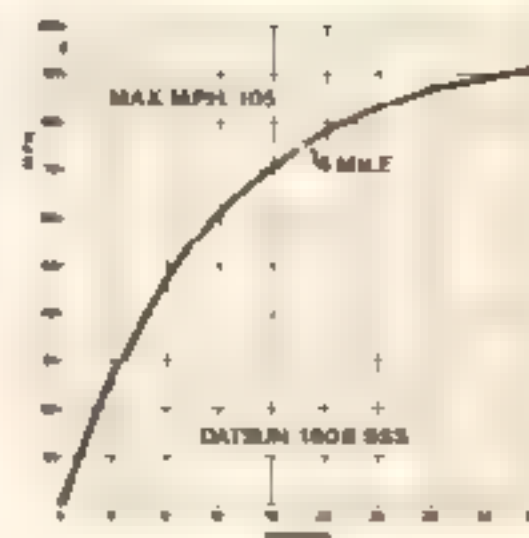
Chassis: Combined steel body and chassis Independent front suspension by MacPherson struts with lower wish bones and anti-roll bar Recirculating ball steering gear Independent rear suspension by semi-trailing arms and coil springs with telescopic dampers Servo assisted disc front and drum rear brakes Bolt-on steel wheels fitted 165 SR 13 rad alloy tyres

Equipment: 12-volt lighting and starting with ammeter Speedometer Rev counter Clock Oil pressure water temperature and fuel gauges Heating damper and ventilation system with electrically heated rear window Two speed windscreen wipers and washers Flashing direction indicators with hazard warning Reversing light Red oil light

Dimensions: Wheelbase, 8 ft 2.4 in Track (front & rear) 5 ft 4 in Overall length 13 ft 11.9 in Width 5 ft 3 in Weight 2260 lb

Performance: Max. min. speed, 105 mph Speeds in gears: Third 84 mph Second 54 mph First 30 mph Standing quarter mile 27.9 s Acceleration 0-30 mph 4.2 s 0-50 mph 8.5 s 0-60 mph 11.4 s 0-80 mph 20.4 s 0-90 mph 33.1 s

Fuel consumption: 24 to 26 mpg



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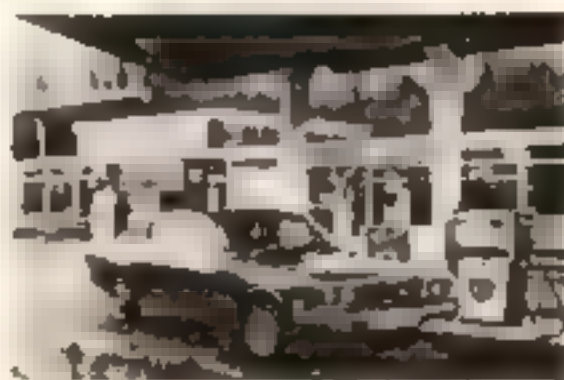
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For USAC and the American Mid-west last Saturday and Sunday were Qualifying Days at Indy. For the rest of America it was time for their sports pages and TV screens to be deluged with motor racing coverage as befits this, the second largest sporting event in the land (the 500 is, of course, the largest event). For Johnny Rutherford it was a chance to upset the Indianapolis railbirds and win the much-vaunted pole with a 198.413 mph average in the works Gulf McLaren M16C. Rutherford was able to take full advantage of all his tyre-testing mileage with a McLaren that benefited from a careful knitting together of the team's rigorous practice notes. The orange McLaren certainly acted as if it was balanced just right, and at Indy it is balance that is the key. Unlike any other motor race in the world, Indianapolis is, as everyone says, a circuit that you can "dial into" with near-perfection in both the chassis and the sensibilities. Rutherford "dialed in" well enough to break last year's record by almost two miles per hour and beat last year's record holder Bobby Unser into second place by a quarter of a mile per hour (that's two-tenths of a second to us road racing types).

Mark Donohue was a relaxed and methodical third fastest (197.412 mph) in Roger Penske's Sunoco Eagle, while an impressive Swede Savage did 196.582 mph for fourth best with one of the three STP Eagles. Mario Andretti and Al Unser were down in sixth and eighth places with their Viceroy Parnellis, both of them pleased with the big improvement over last year's cars but they were also finding the cars very twitchy in the face of the gusty and blustery winds.

The whole affair was tarnished by the death of 48 year old veteran Art Pollard who plunged into the wall on the exit from turn one during the final practice on Saturday morning. Pollard's Eagle was very badly bent, but it was fire which once again claimed a victim. Pollard inhaled a lot of the rapidly burning alcohol which caused severe pulmonary damage, resulting in his death within an hour of his being extricated from the car and rushed away to hospital.

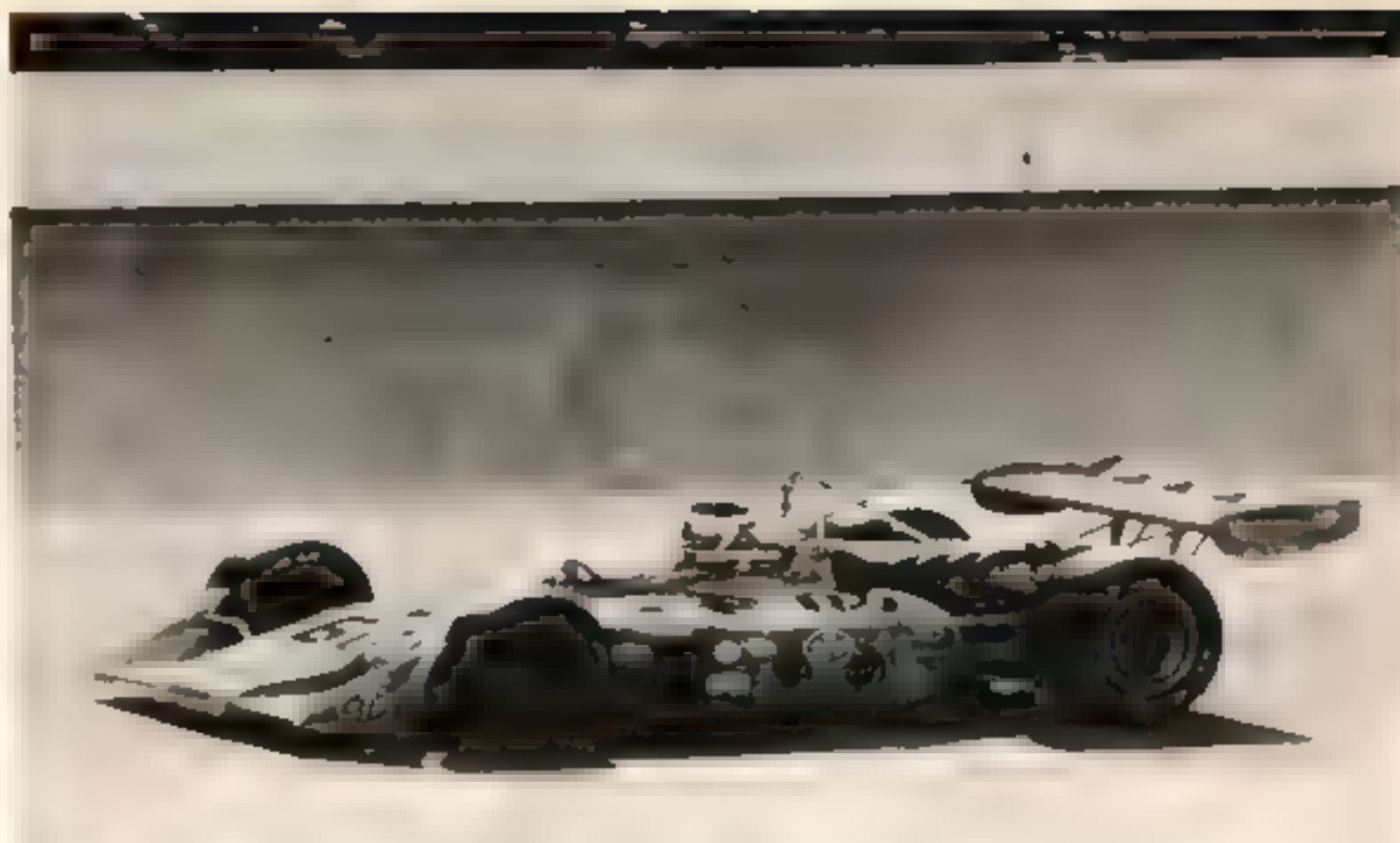
This first weekend of qualifying was the culmination of two weeks of practice, although few people flogged about a great deal during this time. The quickest USAC combinations got lots of Indy practice courtesy their tyre-testing contracts, and they much prefer the comparative secrecy of these sessions to the vast publicity and prying eyes lavished on the Speedway throughout the month of May.

By the middle of last week however, everybody was on hand and getting down to business. Armed with the facts and figures from those Goodyear or Firestone testing sessions, the quicker people were soon going very quickly, although nobody got near the highly anticipated 200 mph bracket. Surprisingly enough, it was Swede Savage who was fastest of all, getting his STP Eagle around at almost 198 mph and doing it with precision and control. Donohue, Andretti and the Unseers were all in the same bracket, about four mph slower than Savage, but none of them seemed to be terribly concerned about this state of affairs.

So it was finally time for the pomp and seriousness of Saturday afternoon, with marching bands, rousing music and one car at a time for four laps worth of now or never driving. The draw for places in the qualifying line-up had happened late on the previous day and Johnny Rutherford was the 36th man in that line. After numerous people defected for one reason or another, Rutherford moved up to become the 16th trier and began to move onto the track just as the crowd of 250,000 was getting adequately drunk and raucous.

The works McLarens are not that much different from last year's cars, differing principally in having a slightly lower monocoque silhouette and a proportionately wider tub. The cockpit sides sweep back beyond the seat-back bulkhead, enclosing the turbocharger inlet manifold and tapering back to its end just where the wing starts. The M16C looks neat and clean.

Rutherford's car had been used in both of the two previous USAC Championships



Impressive rookie Graham McRae. After easily passing the newcomers test McRae qualified 13th on 192.031 mph.

## INDIANAPOLIS

# McLaren versus Eagle

By Gordon Kirby

Photos by Dick Carey

rounds of the year, using the same Offenhauser on both occasions in a deliberate effort to run the engine as long and as hard as possible. The Offy had held up particularly well and the McLaren crew were now confident that they had both competitive power and reliability; the intended fruits of their winter labours.

Although Rutherford had been one of the quickest men during practice, he had not been terribly pleased, for the car was taking longer than he would have liked in getting to that necessary level of balance. Now, as he drove on to the track amid those howling fans, Rutherford was for the very first time, driving the McLaren with the turbo boost turned right up. It was a gamble, but a gamble that paid off for the car worked much better than before and an enthusiastic Rutherford said that he was now sure that the elusive 200 mph lap was close at hand.

Peter Revson was not happy prior to his qualifying run. He had started off with the car set-up similar to his M16B of last year, and got nowhere until he let the crew change the car into the same mould as Rutherford's. "I was just too pig-headed to let them do that earlier." Nevertheless Peter wound up 10th quickest with some laps that were appreciably quicker than he had been in practice and a large dose of confidence.

It was not until very late on Saturday afternoon that the white Olsonite Eagle of Bobby Unser finally took to the circuit for its qualifying attempt. Bobby had gone out just before Rutherford, but after a few easy laps he came in and it was announced that the Eagle had some kind of turbocharger trouble. There were however, many whispers about there being nothing wrong with the car. It was, they said, just a ploy to wait for the wind to die down and the temperature to stabilise.

The Eagle was wheeled away into its Gasoline Alley garage and then returned to the pit lane where a concerned Unser and crew paced and watched, nervously clicking stopwatches as others qualified. All the while the car just sat there, and then with just 30 minutes left in the day Unser climbed in again.

Bobby Unser is a USAC delight. As he drove the Eagle on to the track, the crowd began its coarse roar, the pit lane buzzed

with enthusiasm and the word spread that Bobby was about to do it. Graham McRae, who had just done the 12th best time, was told, even as he was being congratulated, that he would shortly be 13th fastest.

Unser rose to the occasion. There is but a hairline's difference between fast and slow, or smooth and hairy in these volatile Indy cars, but Unser seemed to ignore that hairline as he charged on like no other dared. Somehow Unser and his Eagle were an entirely different spectacle to Rutherford or Donohue or Savage or Revson. It must have been what Indianapolis was like in the old days. Bravado and balls, and for Unser a speed of 198.183 mph.

Even the least accomplished speed-reader will probably note the frequency of the word "Eagle" in this preliminary to the Indianapolis extravaganza. There were, in fact, 18 of Dan Gurney's cars among the 30 qualifiers and there was also the STP-backed King of seventh qualifier Steve Krisloff which appears, even to the trained eye, to be remarkably like an Eagle.

In addition to Unser's, there were two other works/Olsonite Eagles which qualified, Jerry Grant and Wally Dallenback doing the driving. These works cars differed from the customer models in having rear wings of incredibly deep curvature. This device seems to be more of an inverted bow-wave than a wing and if one were to draw a normal cord line through the cross-section it would tell you that the wing had very distinct positive angle. According to Gurney the wing is able to reach up and scoop air that a conventional wing could not reach.

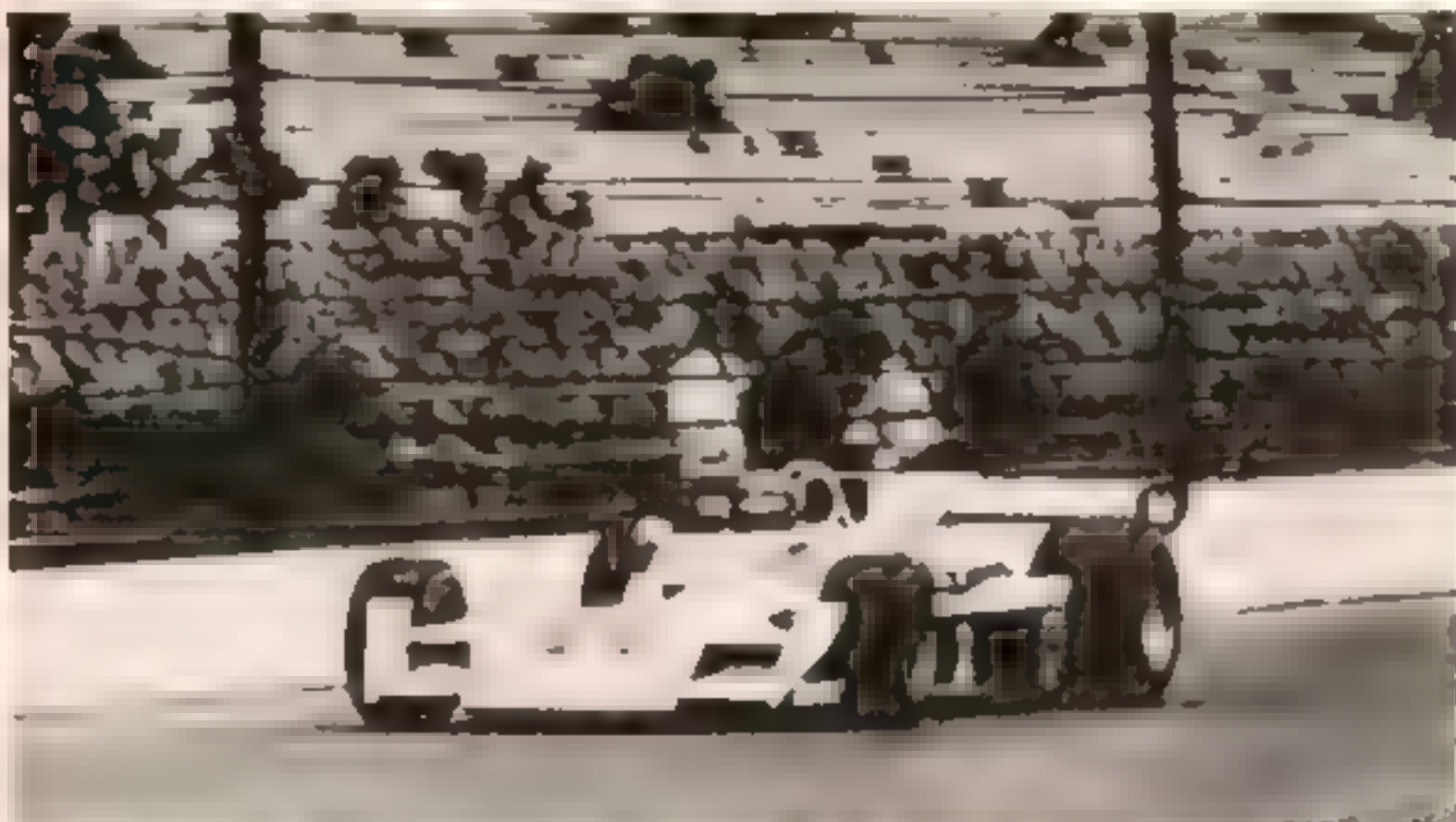
Otherwise, the Eagles, like the McLarens are much the same as last year, the big effort going into a slightly lower profile along the top of the bodywork and improved reliability of the powerful turbocharged Offy.

Mark Donohue's Eagle rolled out into the pit lane gleaming and glistening in its immaculate blue and yellow and chromium livery. Donohue and his boss appeared to be totally unaffected by the tense Indianapolis atmosphere and the crew was likewise, relaxed and efficient. There was never any question that Mark wouldn't be fast and he reeled off his four laps with confident style. Donohue was nine-tenths slower than Rutherford, there





Frantic activity in the pit road with many intrigued spectators (above) Reigning USAC champion Joe Leonard was the final qualifier on 149.954 mph



were expressions of "we're glad THAT game's over," and the next day the Sunoco Eagle came out early in the day for a handful of laps with full tanks. Donohue and Penske are as ready as ever.

Gary Bettenhausen drove the second Penske/Sunoco car into the fifth grid position and the sister car of Bobby Allison was 12th quickest. Both had relatively trouble-free runs, stock-car man Allison just pipping Graham McRae for the fastest rookie honour, and giving Roger Penske three cars in the top dozen.

For Swede Savage this year's Indy qualifying was a chance to re-establish his growing reputation which had almost ground to a halt at the Questor Grand Prix of 1971. Savage had a horrific shunt in that race and was unable to race for six months as a result. Last year was not good to Savage for he never went particularly well and people began to say that his Questor shunt had taken away his edge. The two USAC races of this year have seen Savage going better, but not as well as in his early days, so it was a definite surprise to see him going so well in Indiana. When Savage did his 196.582 mph qualifier, it was clearly the fastest time 'til then and remained so through the attempts of Al Unser and Mario Andretti and until Rutherford did his pole-winning run.

In addition to Savage, STP entered a number of other cars, two of which were, along with Savage's Eagle, under the thumb of George Bignotti. Gordon Johncock qualified

his car from the middle of row four while a similar Eagle was brought out for Graham McRae after the Lola with which he had learned the Indy art broke its clutch and gearbox. McRae managed barely a dozen laps

in the Eagle, and pleased Andy Granatelli no end with his fifth row place.

Mario Andretti and Al Unser fought their Viceroy Parnellis into their sixth and ninth places, Unser in particular having to work very hard. Al was hurling the car into the turns and winding the lock off and on in an effort to balance out the understeer; not a happy way to get around Indianapolis.

By both drivers' admission, the Parnellis were also upset by the gusty winds which were forcing air to spill over the boxy sides of the cars. The third car in the Vel's/Parnelli "Superteam" had similar aerodynamic problems, and USAC Champion Joe Leonard didn't get things suitably balanced until Sunday when he and his Samsonite-backed car managed a series of 149 mph laps for 26th place on the grid.

Despite their problems, the Philippe-designed Parnellis are the cars that could upset the formbook. Aerodynamically speaking the Parnellis are very different from the McLaren-Eagle line of thinking. The nose is almost a sports-car type, but there is a large hole in front of each suspension unit which is too big to be described as a duct and very nearly gives the impression of there being a pair of upper and lower canard fins, connected by a thick endplate. The sides of the Parnelli monocoque are flat and the bodywork forms a flat top which kinks into a lip running the length of the upper edge between the wheels. This kink prevents air from spilling over the sides and instead funnels it back and around the tightly-canopied turbocharger. Right at the back of this long shroud there is a sheeted structure that serves as the wing mount and eliminates the need for any spidery and air-disturbing braces. When it is properly sorted, the new Parnelli could well take another stride forward in Indianapolis aerodynamics developments.

There were few others who were at all happy and a particularly sad tale of woe came from the eighth row qualifiers. David Hobbs was the quickest of these three, seemingly not terribly enthused about this week's job and also contending with a comparatively low turbocharger boost in his Carl Hays Black Label Eagle. AJ Foyt was next to Hobbs and not at all happy, having qualified some four miles per hour slower than he had done ("Just playing around") during practice. Foyt was troubled by his own Foyt-Ford which just wouldn't work properly.

On the outside of sad row eight was Sam Posey who went slower and slower as a rear tyre deflated during his qualifying run. Sam was extremely disappointed and rightly so, for he is in great danger of being "bumped" by somebody during this coming weekend's final qualifying efforts. But with only half a dozen cars of any worth left to make their big effort, there is hope yet for Sam and his Eagle.

Driver	Row	Chassis/Engine	4-Lap Time	Speed
John Rutherford	Row 1	McLaren/Mc	3:44.14	196.582
Al Unser	Row 2	Eagle/Mc	3:44.14	196.582
Mario Andretti	Row 3	Eagle/Mc	3:44.14	196.582
Swede Savage	Row 4	Eagle/Mc	3:44.14	196.582
Bobby Allison	Row 5	Eagle/Mc	3:44.14	196.582
Graham McRae	Row 6	Eagle/Mc	3:44.14	196.582
David Hobbs	Row 7	Eagle/Mc	3:44.14	196.582
Sam Posey	Row 8	Eagle/Mc	3:44.14	196.582
John Martin	Row 9	Eagle/Mc	3:44.14	196.582
Lee K. Shan	Row 10	Eagle/Mc	3:44.14	196.582
Mike Mosley	Row 11	Eagle/Mc	3:44.14	196.582
Jack Simon	Row 12	Eagle/Mc	3:44.14	196.582
Jerry Ka	Row 13	Eagle/Mc	3:44.14	196.582
Joe Leonard	Row 14	Eagle/Mc	3:44.14	196.582



"Strewth!" gasped my passenger. "This thing's faasst," his voice tailing off as the Porsche's acceleration punched him into his seat and thumped the breath from his lungs. Yet we were only doing a leisurely clutch-nursing 0-60 mph run in just on 6 s.

"Where's the filler, chief?" asked the pump attendant. "You don't see many of these Porstch Carcerias—and are you sure you wanna run it on two star?" he added, eyeing me with the distaste normally reserved for someone caught running a penknife along the paintwork of the showroom's Rolls Royce.

These quotes both demonstrate the schizophrenic character of the latest performance Porsche. On one side of the Deutchmark the 2.7-litre lightweight Carrera can top 153 mph, can punch itself from 0-60 mph in around 5.2 s, and to 100 mph in just under 14 s. On the other hand it can pootle its quiet way through traffic at 35 mph in fifth gear, and then without changing down it accelerates cleanly away to more than double this country's maximum speed limit. When you add its powerful, confidence-inducing brakes, excellent traction, superb 1G-plus cornering power, fun-car handling and a hard-driven fuel consumption of 22 mpg on 91-octane, you find you have a truly remarkable all-rounder.

On the road the lightweight Carrera is a wolf in cub's clothing, demon or docile dependent on the driver, while on the track the reliable demon has won convincingly at Daytona, Sebring, Le Mans and last weekend the Targa Florio. The full-house racers will obviously lack some of the flexibility of "my" car, but the road and track image is one which Porsche are fostering with brilliant success.

My lightweight was the back-up STP Production Sports Championship car, run by Porsche Cars Great Britain for Nick Faure. Today you buy Porschies in Britain from Porsche Cars, which is now more closely allied to the German works than hitherto although still interwoven with AFN, the manufacturers of Frazer Nash cars from 1928. H. J. Aldington founded AFN in 1927, and J. T. Aldington today heads Porsche Cars Great Britain. John has vivid memories of being stowed in the back of the family Nash pre-war, and being driven to and from successful race outings in the racing car.

He says, "Tradition dies hard, and it's always nice to be able to race a road car straight off the peg. We've always looked for a class in which we could race our road cars, more or less as they come, and when Porsche planned originally to produce only lightweight Carreras there was the car to use. Since demand led them to produce a heavier touring version, that gave even more incentive to race the one to sell the other, and now we're all but sold out of Carreras, and we've entered—and won—every STP round to date.

The first of Faure's wins was at Croft, where the heavyweight demonstrator car had the rear seats removed, a roll-cage, fire extinguisher and full harness fitted, and after this 3 hr preparation job it became a winning road racer. Then came the first lightweight to have a raceworthy mileage clocked up, and two more wins were notched in one weekend, at Oulton Park and Mallory. The company had a second lightweight on hand in case of trouble, and I was given the chance to add some road miles to the 1,000 already on the clock.

When the first Carrera rolled out of Porsche's Zuffenhausen works late last year, the intention was to build 500—all lightweight—just to homologate the type into Group 4 competition. It was obvious that the model would sell for road/race and touring use, and so much interest was aroused that Porsche's down-to-earth new management decided to turn out some properly road-equipped Touring versions, or heavyweights. So there are now over 1,200 2.7 Carreras in existence, and the Porsche works must be running close to their comfortable production capacity to meet a very big demand for what is not a cheap motor car.

The model is known as the Porsche Carrera RS (for Rennsport) and is available in three forms—the original M471 sport equipment



The Carrera pulls more than 1G in cornering, or so Porsche engineers told the writer, and he is inclined to believe them!

## A Carrera on the road; and a lightweight at that

DOUG NYE drives Nick Faure's back-up car

lightweight, the M472 Touring, and the M491 competition equipment racer for which there can be little road application.

In Touring trim the Carrera RS is identical to the preceding 3.4-litre 911S save for the 2.7 engine. This substitutes a 90 mm bore and 2687 cc capacity for the 2.4's 84 mm and 2341 cc, so that basically the only modification is in redesigned cylinder barrels, with altered forged box-type pistons and different sealing gaskets to suit. The crankshaft, camshafts, heads, valve timing etc all correspond with the 911S, while the rest of the spec includes a stroke of 70.4 mm (making the unit well over-square), a compression ratio of 8.5:1 which explains the use of two-star petrol, an output of 210 bhp DIN at 6,300 rpm with 168 lb/ft torque at 5,100 rpm and the red line at 7,200 rpm. The engine weighs 402 lb and is of course both air-cooled and mounted behind the rear axle line in the tail of the car.

Transmission is via a Type 915 five-speed and reverse manual gearbox, which in its original Carrera form had an integral oil pump driven from the gearbox input shaft.

A perforated lube line ran through the gear case feeding oil under pressure direct onto the gear wheels, and terminating with a direct spray onto the crown wheel in the final drive case. Fourth and fifth gear ratios were also modified from 911S specification, being uprated to 27/25 and 29/21 instead of the original 26/25 and 29/21 combinations.

The oil pump proved superfluous on early production lightweights unless they were turned out in full race tune, and has therefore been deleted from the road race cars. It must have contributed to the Daytona 24 hr race-winning reliability of the full racers, however.

Front suspension is by lower wishbones with McPherson struts, a 15 mm anti-roll bar and longitudinal torsion bars, while at the rear a sophisticated semi-trailing arm system is used with another anti-roll bar. The front suspension cross-member is in lightweight forged aluminium and Bilstein gas-filled dampers are used all round. Massive radially vented disc brakes are fitted in the lightweight road wheels, which sit on 7 mm spacers at the rear. Wheel sizes are 6J x 15 fronts and 7J x 15 rears, and the Isleworth car wore 185 VR 15 front and 215 VR 15 rear Pirelli Cinturato CN tyres.

The fully-trimmed and equipped Touring model weighs in at a quoted 1,075 kg or 2,370 lb in Anglo-Saxon, while the lightweight M471 notches just 960 kg, or 2,117 lb, which has a considerable effect on an already stunning performance potential. Porsche quaintly quote power-to-weight ratios of 5.1 kg per 7 hp for the tourer, and 4.55 kg per 6.2 hp for the lightweight.

This is a lot of weight to prune, and much of it comes from a saving in underseal. Then the rear occasional seats are removed, and the front buckets are replaced by screw-adjustable Recaro lightweight shell seats. Very thin featherweight carpeting is used with rubber foot mats, and soundproof matting is removed, apart from behind the engine firewall and on the rear passenger compartment bulkhead. Door trim is restricted to a thin flush panel, with just a pull cord to open the door catches, and the 911S-type clock is missing from the dash panel, its mounting being blanked off. Thinner laminated screens are used front and rear to save more weight, and the rear screen has just a mirror-level strip of heating filaments built in, instead of the full-screen heating of the 911S and Touring Carrera models. The rear side screens are fixed, and in the nose luggage compartment standard trim is retained with the normal lightweight but tough carpeting.

On the lightweights sold outside England the under-floor fuel tank in the nose is a plastic cell carrying 80.85 litres, and they also carry a collapsible spare wheel. In dear old England the law demands a fuel tank in "British metal," and so the plastic cell is outlawed. To limit weight the size of the metal tank has been restricted to just 82 litres, or about 13 gal. Competition breeding is evident in the filler-neck, which hides under a locking flap in the nearside wing and which has an insert tube to accept the pump nozzle, while the rest of the neck is clear to act as an efficient breather for quick filling.

Completing the lightweight Carrera specification are the glassfibre rubber-clipped engine cover with its rather ungainly duck's-nose spoiler, and the 908 3 prompted under-nose b/b spoiler. There is no trim along the body sills to protect them from stone marks as in the touring cars, and with its flared wheel arches, standard "Grand Prix white" paintwork and rather garish red Carrera lettering the fat-tired lightweight really looked the part.

In the cockpit the Recaro seats are firm but comfortable, although they don't seem to give the kind of lateral support one might expect for competition use. Everything in the cab is matt black, and the typical horizontal-spoke 15in Porsche steering wheel has a nice solid feel which combines with very light yet sensitive steering to produce a car which can be aimed with great precision.

Dash-panel instruments are by VDO, with a combined fuel and oil level indicator on the far left, combination oil temperature and oil pressure gauge left of centre, 8,000 rpm tachometer right of centre and 150 mph



speedometer on the right, beside the blanked-off clock aperture. Light switches fall easily to hand on the right-side of the fascia, with indicator and headlight selectors on steering column stalks. Choke and heater control levers are on the floor beside the handbrake and the driver's left hand, and apart from an unobtrusive cigarette lighter the only unusual control was the electrical cut-off switch on the passenger's-side fascia to comply with race regulations. A duplicate external cut-out is mounted on the nearside of the nose, and there was of course a substantial FIA roll cage filling the rear compartment.

Once I'd squeezed my substantial frame down into the driver's seat, hooked the full harness over both shoulders and snapped it shut across my waist I began to feel slightly uncomfortable. I was after all only going to drive the thing on the road. But once that crisp-sounding six-cylinder had burst into life with a Bosch fuel-injected suddenness which took one used to Weber carbs by surprise, I found myself wide-eyed and rarin' to go.

Out on to the road in front of the Porsche Cars/AFN buildings, the Carrera grumbled gently up to 30 mph in fourth gear, its firm suspension thumping tautly over the bumps. After five or six miles the oil temperature gauge was reading over 120 degrees C so now I was free to use those 8,000 rpm which John Aldington was allowing me. A gap showed itself in the traffic, the unimpressively heavy and rather baulky gearchange clonked down into second, open the throttle and with a determined wham from the single exhaust I found myself braking hard for a red traffic light, looking in the mirror for the knot of traffic which had suddenly vanished from sight, and waiting for ages while they caught up.

When the lights changed the new clutch went smoothly home, and then it was all action, grabbing from gear to gear, 50 mph in about four seconds and nobody living with us behind. Out of the limit area and a smooth and surprisingly quiet 70 mph cruising in fifth gear, with the suspension smoothing out as speed rose and the ride became more acceptable for a "road" car. At low speed the taut ride literally thumped the air from your lungs over the bigger bumps, and gave a quaver to your voice. But nobody cared for that crisp and willing engine was still flexible enough to roll along at a quiet and civilised 30 mph in fourth, and about 35 mph in fifth while still allowing a clean getaway.

Within a few miles the Carrera had instilled so much confidence that one could slice through traffic like the Grand Prix circus goes through money, and with very little driving effort new record times were set for all kinds of regular open road trips. It was on winding country roads where the Carrera became real fun, for it does not handle so perfectly as to straighten them out, and it can catch you out enough to make you work quite hard.

The Porsche engineers have countered criticism of their 911's oversteer by building marked understeer into the new Carrera. "Marked" is a relative term, for the car is basically very nicely balanced, and in fast open curves it feels as stable as a train, and really does corner on rails. In tighter turns which you know, the Carrera can be aimed inside the apex and then sit down on its rear wheels and hammers through under controlled speed as the nose searches for the exit with that small understeer just apparent.

It's when you find yourself caught out by an unexpectedly tight turn (or to be honest an unexpectedly fast entry because never before have you come along that short straight so damned fast!) that the car's basic understeer becomes embarrassing.

After the initial "oh crikey" feeling as the front washes out and somebody else's seven grand is getting away from you, it's nice to feel the tail unsettle as you back off and then it sits down into a smooth and controllable slide as those 210 horses punch the nose back into line and tighten the turn.

In tight hairpins things can become very tricky, and the rear end traction of the Carrera is so good that it is very difficult to

unstick and bring the tail round. The untidy way is to plough into the hairpin, back off, bang on that crisp fuel-injected power which is on instant tap and catch a lurid side-swipe on the way out. I'm told that Nick Faure has the understeer problem all sorted out on the circuits yards before each corner, but then he's a proper driver . . . and Porsche Cars really do think the world of him.

The only real criticism is the baulky gear-change, which could occasionally hang up in neutral at times when you didn't really want that to happen, but I understand that this is typical of new Porsches, and that they do not reach their optimum until there are 8,000-10,000 miles on the clock.

But in tricky situations like this it was really nice to feel your reflexes working faster than any considered thought process, and after a few miles the whole business became second nature. You are part of the Carrera and the Carrera is part of you. It is one of those cars which you put on rather than sit in, and it does wonders for the ego as busy roads suddenly become empty.

No space is too small for the Carrera to fit into, and few queues too long for it to whizz by. Then with that sure-footed grace and powerful braking you can side-step and slow and again become a quiet and peaceful, but never mundane, part of the traffic flow.

It is a car which raises your driving standard. As you become acclimatised so you suddenly find yourself operating on the Carrera's performance level, and it is this characteristic plus its in-built ability to go, stop, corner, handle, side-step and swerve better than 99.9 per cent of the road-going market which makes this one performance car which is eminently and outstandingly safe.

But for one reservation—that understeer would be hard to kill if the Carreriste found himself spearing off the road on mud or ice, but then again he shouldn't be daft enough to find himself in such a situation. On the test track I reached 144 mph on the available straight and that was quite sufficiently exciting with a gale-force cross-wind that day. The Carrera didn't feel happy in those

conditions, but the ducktail spoiler really kills the rear-end lift found on normal models under more kind tests.

Now while my experience of the lightweight was as above (but for the lack of accommodation and its tin top it fulfils my current "dream car" requirements) the Touring model does most things nearly as well, while also being quieter and more comfortable.

Porsche quote ludicrously conservative performance figures for both models ("Trade Descriptions Act, old boy") but even for conservative figures they are impressive. Like top speeds of 149.2 mph (Touring) and 152.3 mph (Lightweight), 0-100 kph (62 mph) in 6.3 s and 5.8 s respectively, and the standing-start kilometre in 26.5 s or 25.5 s. The test lightweight quoted punched itself from 0-100 mph in 15.2 s, but mine did that handicapped by my 15½st, a gentle take-off and a 6,000 rpm rev limit, while an independently-tested Touring model returned 14.2 s for the ton!

Now performance figures like this often mean very little. The projectile concerned could well behave like a lorry in all other respects, but nothing could be further from the truth with this latest Porsche. It does everything well except—in the lightweight's case—accommodate people, and that is not within its terms of reference in any case.

It's a sad fact to face that the Touring heavyweight sells at £7,198, while the untrussed lightweight offers its extra adrenalin for £6,800, so we can't all have one. In any case Porsche Cars' UK allocation has been sold, and at least two have been sold directly through the impressive race circuit activities of Nick Faure.

If we could all run Carreras the mind must boggle at the scene, but I can't help feeling that the motoring world would really be a safer place if that were so. In the meantime watch out for the lucky few who do run them, and while your Cortina GT is doing 28 mpg on four-star fuel, dream about the 35-150 mph fifth gear range, the shell-like acceleration and the 22 miles per gallon two-star consumption of the Porsche called Carrera.



The Carrera's engine cover is in glass-fibre, above left. Right, cornering can be untidy, but the tail goes out well under power and is smooth and predictable. Below, the front spoiler was developed from the 908 3 sports racer the rear quips the writer, from a Mollard!





Undoubtedly the most successful team was that of Citroen who, until last year, were undisputed masters of this event. Bob Neyret, who won this rally before in 1970 and was second last year, lived up to expectation by coming through to finish a strong second overall ahead of Richard Bochnicek/Seppe Kernmayer who finally brought a rotten run of bad luck to an end by coming in third overall, the only other car apart from Darniche to finish without road penalty, and winning the Group 1 category. The local drivers Raymond Ponnelle/Pierre de Serpos finished fourth in another Group 1 DS23 after they had suffered similar suspension problems to the other driver, the fantastic King of the Desert Jean Deschazeaux who, without his problems, would have won the rally. The only real failure for Citroen was their attempt with two of the small GS 1200 saloons driven by Francisco Romaozinho/José Bernardo and Claude Laurent/Jacques Marche who both went out with transmission problems.

The best drive of the rally should truly be awarded to Jean-François Piot/Jean de Alexandris who drove a factory Renault Gordini R12 and had it in second place before retiring with suspension problems. There were several of these cars obviously with quite a bit of help from the factory and indeed the other one driven by "le Tahitien"/Jean Poirot got to the last road section before expiring. This showing by the blue front-wheel drive saloon was very promising and shows that with a slightly larger engine and more development, it could be a rally winner.

There was not so much interest as expected from non-French teams but Fiat sent two of their 124 Spyder Abarths for Bjorn Waldegard/Fergus Sager and Rauno Aaltonen/John Davenport of which only the Waldegard car got to the finish. Basically the Fiat lacked the more supple suspension that is so typical of the French cars and which is needed to maintain any sort of speed over the unbelievable rough desert tracks that take up so much of the rally. Datsun had a semi-private entry of a 240Z for Shakhbar Mehta/Gerry Phillips which was an old RAC car rebuilt for the job but this suffered an unfortunate accident in an unseen river crossing just as it was getting to grips with the rally and showing that as in the Safari, its strength and speed are formidable.

The saddest story of the rally concerns the Peugeot team who had a very full team of six factory-entered 504s, of which five were in Group 2 and consigned to the male drivers while the only Group 1 was given to Claudine Trautmann/Marie-Pierre Palayer. This latter was the only one to finish and won the Coup des Dames for Peugeot while Timo Mäkinen/Henry Liddon and Hannu Mikkola/Atso Aho went out with no clutch drive and Tony Fall/Mike Wood, Bernard Consten/Gerald Flocon and Jean Guichet/Jean Todt all suffered malaise of the front suspension and retired. Considering that Peugeot had gone very carefully into the matter of testing and preparing their cars, it was a shame to see them go out through two defects evidently passed on to them by component manufacturers.

## ENTRY

The Moroccan Rally is perhaps one of the most simply and elegantly composed events in the World Championship. Time controls are only used at the start of each day, the finish of each day and before the start of each special stage. The event is hardly cluttered up with lots of stages and in the four days of the rally, there are only 11 stages which makes an average of less than three a day. Of these 11 stages, four are 100 per cent tarmac, one is a rough RAC type stage lasting just over an hour, another is mostly tarmac with a final 20 miles of rough mountain climbing which again lasts over an hour and then there are five classic rough desert stages on what the French call so descriptively "piste" which total some 12 hours of driving for the fastest cars.

This event was the 16th time that the rally has been run while last year was the



Seen leaving the start of the Missouri special stage is the immaculate Renault Alpine 1600 of Bernard Darniche/Alain Mähe

## MOROCCAN RALLY

# Darniche wins for Alpine

By JOHN DAVENPORT

Pictures by COLIN TAYLOR PRODUCTIONS

With a marvellous driving performance from Bernard Darniche and Alain Mähe plus a very comprehensive service network, Renault Alpine won the Rallye du Maroc last week. It seems only a short time ago when Darniche could say that he had never driven on loose surfaces but this fine victory was due not only to his ability to drive a car very fast, but also to his ability to keep his car in good shape over hundreds of miles of some of the roughest roads in rallying. His victory now puts Renault Alpine in a very strong position in the World Rally Championship as they have won outright three of the five events so far held. Completing the Renault Alpine assault on Morocco were the other two crews driving regularly for the French factory. Jean-Pierre Nicolas/Michel Vial drove a very sensible rally holding second place until the last stage when they were passed by the Citroen DS23 of Bob Neyret/Jacques Terramoral and then dropping to fifth place after leaving the road section that terminated the rally. The third Renault Alpine, driven by Jean-Luc Therier/Christian Delferrier, was lucky to finish on two counts; first it broke its front suspension on the first desert test and then was lucky not to have been excluded by virtue of the fact that a service car drove back down the stage against the rally to mend it.

first time that it was included in the International Rally Championship and it was so well received by the drivers and the press that it continued to be in the World Championship for this year. It had been hoped to attract a full and varied entry from many of the current works teams plus private entrants from all over Europe but the proximity of the Morocco Rally to the East African Safari reduced considerably the number of factory entries. Indeed, they were quite fortunate to have Fiat who only put in two cars, as the same weekend there were qualifying events elsewhere in the European Drivers' Championship and the Italian Championship. Also the somewhat delicate political situation that pertained in Morocco a short time ago made it difficult to make all those financial arrangements which are so important nowadays in attracting foreign crews to a big rally.

Naturally the French turned out in large numbers to support the event as success here means a lot in the home market. Citroen had four DS 23s with the two Group 2 cars going to Neyret and Deschazeaux and the two Group 1 to Ponnelle and Bochnicek while Laurent and Romaozinho drew the two babies. Peugeot had six cars as previously detailed with the very experienced Raymond Touroul/Jean-Pierre Gauthier taking a 304

Coupe S to try to win Group 3 for standard GT cars. Alpine, who are now entering under the name of Alpine Renault ELF, had their three Musketeers in Alpines with only Therier opting to take a 1600 cc version as he felt that it would be more reliable. His practice car was lent to Marianne Hoepfner/Yveline Vanoni who entered it privately under Aseptogyl toothpaste sponsorship. There were two works entries entered R12 Gordons driven by Piot and "le Tahitien" but even the private one entered by Jean-Paul Hoepfner/Pierre Fourton had Dieppe registration so one must suppose that works interest was more widespread than the entry list would indicate.

Lone entries included the Mehta Datsun 240Z which had both Japanese and Old Woking Service Station mechanics looking after it and an interesting entry from Italy of a works prepared Volvo still on its export Swedish plates and driven by the Volvo agent from Turin, Lorenzo Mertone. One would have thought that there would have been more Italian interest after Lancia's win last year but Simo Lampinen was not back to defend his title as Lancia were playing with the Stratos on the Targa Florio. The only British entry was a Group 2 Opel Ascona driven by Paul Hadley/Roger Rabson and coached by Henry Liddon. The only Ger-



man entry was that of Reiner Altenheimer/Hanno Menne in a Porsche 911S who were a bit disappointed not to find an official road book and were doing all their navigating from a Michelin map and the tracks of the cars in front. There were a couple of entries from Algeria and two Datsuns up from the Ivory Coast but most of the other 66 starters came from Morocco or the mainland of France.

## RALLY

The rally used to start in Casablanca and go in convoy to the Arab capital of Rabat where several dozen tribesmen on horses gave it a good old Berber send-off with shouts, yells and rifle shots. This year it was a little less romantic with the cars going up individually to Rabat the night before and participating in a very quiet but well attended start ceremony by the gate of Bab Rouah where the young prince came to drop the flag. This was eight o'clock on Wednesday morning and what faced the crews were four special stages before a night's rest in Fez.

The first stage was not long after the start and comprised the 95 kilometre "like an RAC stage but a bit rougher" which was the most important part of the day's motor-ing. It had occurred to the organisers, rather at the last moment, that it was possible to take a large short cut so they instituted a passage control which must be unique in modern rallying in that it was a "non-stop" passage control with no fewer than four independent commissaires who noted down the number of each car as it passed. In any case, there were plenty of other opportunities to take smaller short cuts. First man to discover that was Bjorn Waldegaard who caught Mehta's Datsun but couldn't get near enough to pass because of the dust. He was naturally apprehensive that Deschazeaux who started behind him would soon be on his tail but to his surprise he saw the Citroen motor out of the trees ahead of him having taken a Citroen-only cut. Ponnelle too obviously knew his way around this stage as well for he had a puncture and was passed by both Marianne Hoepfner and Romaozinho while changing the wheel but still got to the end of the stage ahead of them both—but without passing them in the conventional manner. This sort of thing is so much a part of the driving in Morocco, especially in the desert where locals like Ponnelle and Deschazeaux know every trick to tell which is the fastest, though not always the shortest route. In any case, the Big Citroen with its adjustable suspension lends itself to the use of cuts which other cars might not be able to use, but it was surprising to see that the locals had not passed on their secrets to the other Citroen drivers!

Also in trouble with a puncture was Rauno Aaltonen who lost almost 4 m and incurred the wrath of Jean-Pierre Nicolas by setting off in front of him so that the Alpine driver had his dust the last 20 miles to the finish. Deschazeaux set an incredible time with his DS23 to be third fastest overall behind Darniche and Therier and beat Neyret in the other Group 2 DS23 by 5 m. In the Peugeot team it was already Mikkola and Makinen who were dominating the scene with exactly the same time behind Nicolas's Alpine but just ahead of Piot's R12 Gordini.

Even the tarmac tests are not so short in Morocco and the first over the rather featureless Col du Zegotta was just over 30 kilometres long and some idea of the open nature of the road can be gained from the fact that Darniche averaged 80 miles an hour over it to set fastest time. Therier was just behind him and the incredible Deschazeaux was again third fastest just ahead of the two Fiat 124 Spydars which found the asphalt more to their liking. On the run up to the third and fourth tests which were again tarmac and were situated in the beautiful mountainous countryside of the Rif, Citroen started to have problems. Both the little GS 1200s had transmission problems and though Laurent limped in to the service to have a

drive-shaft changed and the transaxle casing tightened, poor Romaozinho was stopped 60 kilometres before the service with the bolts sheared in his transaxle coupling and by the time the service car got back to him it was too late to continue. Ponnelle, too, had a drive coupling go on his Group 1 DS23 but it did not fail completely and he got in to the service to have it changed.

The third test was swathed in low cloud for most of its length and as the fourth stage started only nine kilometres afterwards, it presented the competitors with what was something of a difficult road section. The problem was that the marshals starting the third test were holding competitors for up to 3 m which was valuable road section time. Piot had some braking problems and failed to make the section by 1 m but Shekhar Mehta had a throttle cable break on the test losing 10 m there fixing it with a bungy strap, and then a further 8 m at the time control. With no service, or indeed time for service, he had to drive the fourth test with the throttle still operated by hand out of the window losing another 3 m and then drove into Fez with the throttle still operated the same way.

Nearly all the works teams were intact with the exception of Romaozinho and the unfortunate demise of Timo Makinen who had the clutch friction material part company with the plate just four kilometres from the end of the fourth test. With absolutely no drive, he and Liddon were unable to get it up the last bit to the control and the waiting service though it was doubtful if they could have changed the clutch at the side of the road within the lateness allowance.

The classification now reads as follows:

1	O.A.	Deschazeaux	Alpine	1 h 38 m 05 s	2	Therier	Peugeot	1 h 40 m 01 s			
3	Waldegaard	Peugeot	1 h 40 m 02 s	4	Ponnelle	Alpine	1 h 40 m 03 s	5	Neyret	Alpine	1 h 40 m 04 s
6	Mikkola	Peugeot	1 h 40 m 05 s	7	Makinen	Peugeot	1 h 40 m 06 s	8	Liddon	Peugeot	1 h 40 m 07 s
9	Mehta	Datsun	1 h 40 m 08 s	10	Hoepfner	Peugeot	1 h 40 m 09 s	11	Deschazeaux	Alpine	1 h 40 m 10 s
12	Waldegaard	Peugeot	1 h 40 m 11 s	13	Mehta	Datsun	1 h 40 m 12 s	14	Hoepfner	Peugeot	1 h 40 m 13 s
15	Waldegaard	Peugeot	1 h 40 m 14 s	16	Mehta	Datsun	1 h 40 m 15 s	17	Hoepfner	Peugeot	1 h 40 m 16 s
18	Waldegaard	Peugeot	1 h 40 m 17 s	19	Mehta	Datsun	1 h 40 m 18 s	20	Hoepfner	Peugeot	1 h 40 m 19 s
21	Waldegaard	Peugeot	1 h 40 m 20 s	22	Mehta	Datsun	1 h 40 m 21 s	23	Hoepfner	Peugeot	1 h 40 m 22 s
24	Waldegaard	Peugeot	1 h 40 m 23 s	25	Mehta	Datsun	1 h 40 m 24 s	26	Hoepfner	Peugeot	1 h 40 m 25 s
27	Waldegaard	Peugeot	1 h 40 m 26 s	28	Mehta	Datsun	1 h 40 m 27 s	29	Hoepfner	Peugeot	1 h 40 m 28 s
30	Waldegaard	Peugeot	1 h 40 m 29 s	31	Mehta	Datsun	1 h 40 m 30 s	32	Hoepfner	Peugeot	1 h 40 m 31 s
33	Waldegaard	Peugeot	1 h 40 m 32 s	34	Mehta	Datsun	1 h 40 m 33 s	35	Hoepfner	Peugeot	1 h 40 m 34 s
36	Waldegaard	Peugeot	1 h 40 m 35 s	37	Mehta	Datsun	1 h 40 m 36 s	38	Hoepfner	Peugeot	1 h 40 m 37 s
39	Waldegaard	Peugeot	1 h 40 m 38 s	40	Mehta	Datsun	1 h 40 m 39 s	41	Hoepfner	Peugeot	1 h 40 m 40 s
42	Waldegaard	Peugeot	1 h 40 m 41 s	43	Mehta	Datsun	1 h 40 m 42 s	44	Hoepfner	Peugeot	1 h 40 m 43 s
45	Waldegaard	Peugeot	1 h 40 m 44 s	46	Mehta	Datsun	1 h 40 m 45 s	47	Hoepfner	Peugeot	1 h 40 m 46 s
48	Waldegaard	Peugeot	1 h 40 m 47 s	49	Mehta	Datsun	1 h 40 m 48 s	50	Hoepfner	Peugeot	1 h 40 m 49 s
51	Waldegaard	Peugeot	1 h 40 m 50 s	52	Mehta	Datsun	1 h 40 m 51 s	53	Hoepfner	Peugeot	1 h 40 m 52 s
54	Waldegaard	Peugeot	1 h 40 m 53 s	55	Mehta	Datsun	1 h 40 m 54 s	56	Hoepfner	Peugeot	1 h 40 m 55 s
57	Waldegaard	Peugeot	1 h 40 m 56 s	58	Mehta	Datsun	1 h 40 m 57 s	59	Hoepfner	Peugeot	1 h 40 m 58 s
60	Waldegaard	Peugeot	1 h 40 m 59 s	61	Mehta	Datsun	1 h 40 m 60 s	62	Hoepfner	Peugeot	1 h 40 m 61 s
63	Waldegaard	Peugeot	1 h 40 m 62 s	64	Mehta	Datsun	1 h 40 m 63 s	65	Hoepfner	Peugeot	1 h 40 m 64 s
66	Waldegaard	Peugeot	1 h 40 m 65 s	67	Mehta	Datsun	1 h 40 m 66 s	68	Hoepfner	Peugeot	1 h 40 m 67 s
69	Waldegaard	Peugeot	1 h 40 m 68 s	70	Mehta	Datsun	1 h 40 m 69 s	71	Hoepfner	Peugeot	1 h 40 m 70 s
72	Waldegaard	Peugeot	1 h 40 m 71 s	73	Mehta	Datsun	1 h 40 m 72 s	74	Hoepfner	Peugeot	1 h 40 m 73 s
75	Waldegaard	Peugeot	1 h 40 m 74 s	76	Mehta	Datsun	1 h 40 m 75 s	77	Hoepfner	Peugeot	1 h 40 m 76 s
78	Waldegaard	Peugeot	1 h 40 m 77 s	79	Mehta	Datsun	1 h 40 m 78 s	80	Hoepfner	Peugeot	1 h 40 m 79 s
81	Waldegaard	Peugeot	1 h 40 m 80 s	82	Mehta	Datsun	1 h 40 m 81 s	83	Hoepfner	Peugeot	1 h 40 m 82 s
84	Waldegaard	Peugeot	1 h 40 m 83 s	85	Mehta	Datsun	1 h 40 m 84 s	86	Hoepfner	Peugeot	1 h 40 m 85 s
87	Waldegaard	Peugeot	1 h 40 m 86 s	88	Mehta	Datsun	1 h 40 m 87 s	89	Hoepfner	Peugeot	1 h 40 m 88 s
90	Waldegaard	Peugeot	1 h 40 m 89 s	91	Mehta	Datsun	1 h 40 m 90 s	92	Hoepfner	Peugeot	1 h 40 m 91 s
93	Waldegaard	Peugeot	1 h 40 m 92 s	94	Mehta	Datsun	1 h 40 m 93 s	95	Hoepfner	Peugeot	1 h 40 m 94 s
96	Waldegaard	Peugeot	1 h 40 m 95 s	97	Mehta	Datsun	1 h 40 m 96 s	98	Hoepfner	Peugeot	1 h 40 m 97 s
99	Waldegaard	Peugeot	1 h 40 m 98 s	100	Mehta	Datsun	1 h 40 m 99 s	101	Hoepfner	Peugeot	1 h 40 m 100 s

The restart in the morning was at seven o'clock which meant that the drivers were quite well rested and the cars, too, were in quite good fettle since there had been an hour of free service time allowed the night before. They had to be on good form for they were just about to be thrown into the first classic desert stage. A good slogan for this rally could be "Where the road ends, the rally begins" for these desert roads are real killers. The surface is not sandy as one might think nor does the scenery comprise rolling dunes, but the prevailing material is rock and the best thing to compare it with is a giant stonemason's yard. The flat bits in between

the hills are constantly criss-crossed by river beds, more often than not without any water in them, which are made and renewed every year when the snows on the mountains melt. As the cars leave the village of Missour, they have almost two hundred kilometres of this kind of going in front of them and the first part is by far the worst. Despite the straightness of the road, a 30 mph average is difficult.

Trouble hit straightaway at Tony Fall/Mike Wood who lost the fixing of the bottom end of their Peugeot's front strut. The free end cavorted along on the rocks before they could come to a stop and so to repair it they needed a whole new strut. They radioed up to the Peugeot aeroplane which obediently went away to fetch one but it was over an hour before it was parachuted down to them. They changed it themselves but the brake line was missing so they blanked it off with a ball bearing and raced on to finish the stage and then got to Rich, start of the next one where the service was waiting for them. They lost over an hour and a half on the stage and a further fifty minutes at the Rich time control!

Then the Desert Fox himself, Deschazeaux, punctured his front suspension and gradually lost all height at the front of his Citroen. He drove it out of the stage but lost an hour plus another hour at Rich where the Citroen mechanics had to do a major rebuild to put right all the damage he had done. Jean-Luc Therier broke a front suspension upright at one particularly nasty river crossing and radioed ahead to tell the service of his problem. Renault had cars stationed at various paces along the tests and he got in touch with one which decided to come back to him. Not only was this expressly against the rules but it nearly had an accident meeting two rally cars. Anyway, Therier got his part changed and continued only losing fifty minutes in the stage and a further twenty on the road.

Rauno Aaltonen had another puncture and decided that he must be running the tyres at too low a pressure and stepped it up to 32 psi after which he had no trouble. However, both the Fiats were taking things rather gingerly as the Abarth Spyder with its all-independent suspension has a rather limited travel which makes it rather like a roller-skate over the bad bumps. Still they were both still running though Waldegaard had a split exhaust pipe which had to be welded up at the end of the stage while Aaltonen changed his rear shock absorbers at Rich. No other works cars dropped out, but seven of the back runners fell by the wayside which left forty-

Low and speedy is the Italian way of designing sports cars but Bjorn Waldegaard and Fergus Sager could have done with a more flexible suspension for this Fiat 124 Spyder Abarth.





eight cars still running. The other that dropped out was the Citroën service aeroplane which dropped out of the sky at the end of the Missoir test and did a pancake landing in a wide river bed.

Despite the early start, it was already lunchtime when the cars were ready to start the second test of the day and this was the more mountainous one that went from Rich over the Atlas mountains to Tizi n'Isly a mere 205 kilometres which was going to take even the fastest cars some three hours to drive. For the first time it was not Darniche who was fastest as Therier drove like a man

possessed to take that honour. Second fastest was Piot who was nearly overhauled by Therier during the test and himself was in the dust of other cars. Mikkola had a puncture while Bochnicek had a problem with his petrol pump which failed to work every time he hit a bump and he had to wait before he could put his foot back on the throttle. Consten had a shock absorber come through the top of the strut mounting and it punched his Peugeot 504 bonnet up into a most peculiar angle. He changed struts after the test and 'borrowed' the bonnet of the standard car belonging to M. Allegret the Peugeot team

manager. Peugeot struts were now becoming a problem for as the crews changed off the ones that they had started with, they found the replacements, allegedly the same parts, no substitute and Mikkola reckoned that they lasted a hundred kilometres and no more. Jean Guichet had his go during the test and he, too, needed front end attention before continuing.

The rally lost Jean-Paul Hoepfner/Pierre Fourton in their R12 Gordini when they caught up one of the other Gordins and then tried to take a short cut in the dust and went off the road. They were rescued by some of the locals and spent a pleasant if somewhat inebriated night helping them to celebrate a wedding that had taken place that day. It was not a good afternoon by any means for the Hoepfner family as Marianne ran out of petrol and stopped at a Citroën service point where they lent her what they thought was a can of petrol but by the time it was half-way into the car, they realised it was water! Fortunately this Alpine had two tanks and she was able to continue after the other one had been filled with something more combustible. Citroën lost the second of their GS 1200s here when Laurent broke the transmission in a similar way to Romazinho.

The rally now arrived at Marrakech for the next night's halt which was to be much shorter and indeed this was the plan of the rally with each day's driving getting longer and each night's rest getting shorter. Thirty-six cars were still running and so far not one of the top ten seeds had retired while only three works cars had bit the dust not to continue. The classification looked like this:

1. Darniche/Mehta	Alpine Renault	7h 34m 19s	2. Mikkola/Saari	R 2 Gordini	7h 32m 28s
3. Neyret/Terramorsi	Renault Alpine	7h 33m 33s	4. Neyret/Terramorsi	Renault Alpine	7h 33m 33s
5. Mikkola/Saari	Renault Alpine	7h 33m 33s	6. Mikkola/Saari	Renault Alpine	7h 33m 33s
7. Mikkola/Saari	Renault Alpine	7h 33m 33s	8. Mikkola/Saari	Renault Alpine	7h 33m 33s
9. Mikkola/Saari	Renault Alpine	7h 33m 33s	10. Mikkola/Saari	Renault Alpine	7h 33m 33s

The Peugeot 504s were now beginning to feature and with more deserts to come, it looked as if they could only move up but there were cruel things in store. First they lost Mikkola during the first test the next morning when his clutch failed in the same way as Mäkinen's on the tarmac part of Tizi n'Isly and then Fall who was going out on new struts had them fail on the rough part of the same test and when he got to the service point, there were just no new struts left and he was forced to abandon rather than destroy the car in the desert. Jean Guichet decided to brave the desert between them to Fom Zguid which was the second test of the day and his struts went completely and removed one whole wing from the front of his Peugeot and the remaining bit thrashed around so much that it broke all the spark plugs off the engine so that they couldn't even drive it and retired to limp into Tata where to their intense annoyance, they found that they had just missed the Peugeot plane.

Then to Fom Zguid turned out to be the killer that everyone had expected this rough desert section to be. Piot caught and passed Darniche and then broke his front suspension to limp into Tata at one third distance and retire. For Shekhar Mehta and Gerry Phillips it nearly was a killer section for they shot at full speed into a concealed river on the exit to Tata and rolled three times, wrecking the Datsun but fortunately emerging unscathed themselves. Then a little farther up, Marianne Hoepfner lost a wheel from the rear of her borrowed Alpine. The drive shaft plus studs had sheered off and it took a walk of some two hundred yards to fetch it back. Eventually a Renault sweep car carrying Piot came along and they repaired it after which they drove out with three in the Alpine and three in the R16.

Rauno Aaltonen was less fortunate in that he broke a steering drop arm 10 kilometres farther on and since he could not repair it, he had to wait 10 hours for a Fiat service car to fight its way in from the end of the test at Fom Zguid. The other Fiat was in trouble too but with its rear suspension which had broken free from the body, Waldegaard



With bandanas to stop the sweat getting in their eyes, Bob Neyret and Jacques Terramorsi are unmistakable as they press on to second overall (above). Astonishing performance for a car with a bad reputation was from this Renault 12 Gordini driven by Jean-François Piot





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Paul Ricard  
Phoenix  
Phoenix Park  
Pukekohe  
Riverside  
Rouen  
Salzburgring  
Sandown  
Seattle  
Sebring  
Silverstone  
Snetterton  
Spa-Francorchamps  
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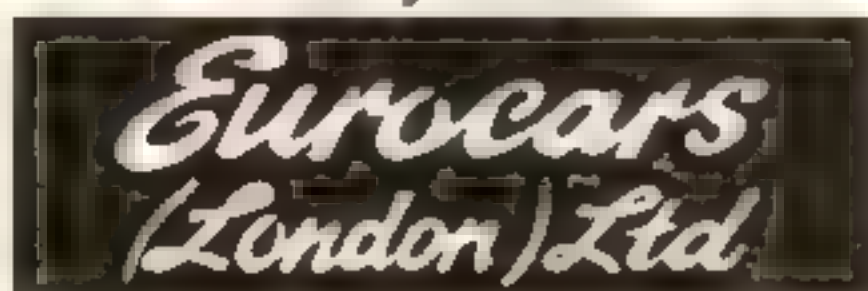
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had to stop to have it put back in Foun Zguid and because time was short, it was not done absolutely properly so that he was forced to take it easy on the subsequent test to Tazenakht and lost more time as a result.

At the second arrival in Marrakech, there were twenty-three cars still running but one of them, the Datsun 240Z of Pierre Saucet Michel Mitri which had come all the way from the Ivory Coast, was not allowed to continue at four-thirty the next morning because the scrutineers reckoned that it was not in a fit condition to proceed. Certainly its suspension was not of the best and one front strut had seized solid, bending the wing up to a curious angle, but it had been like this since Missouri which made the decision sound a little strange. The classification was now:

1. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
2. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
3. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
4. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
5. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
6. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
7. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
8. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
9. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
10. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s

Saturday was the fourth day of the rally and the longest but it only possessed a single special stage in the desert. The first one in the morning was a little tarmac hill climb on the main road between Marrakech and Zagora where the 238 kilometre classic of Zagora-Rissani started. The tarmac test was predictable with the three Alpines showing the way for the rest and Nicolas took a useful thirty seconds off Neyret with whom he was now battling for second place after losing precious minutes before Foun Zguid with a broken wheel bearing. Neyret had his own problems with a leak from his Citroen's suspension system but still managed to be eight minutes faster on Rissani than Nicolas and thus passed into second place. The Citroens were the true masters of this section with all four of them setting the four fastest times and now Ponnelle was almost ahead of the second Alpine, Peugeot

had their last disappointment here when Bernard Consten retired just thirty-one kilometres from the end of the test with a broken front strut which had allowed the front wheel to collapse under the body. It took them three hours to drive that short distance and then they were out of time. The German Porsche of Antenheimer also retired early in the stage with broken rear suspension though he was still able to drive it back to Marrakech.

Supposedly with the last special stage completed, the rally was now over—but wait, it was only just after lunch and the cars weren't due in Casablanca until 11 o'clock at night. What could be in store? The answer was the roughest road of the rally—a mere three hundred kilometres between Midelt and Kasba Tadla which investigated every goat track of the Atlas Mountains and would take over five and a half hours to drive. Despite the very low average speed, only two cars cleaned this section and they were Darniche's Alpine and Bochnick's Group 1 Citroen DS 23. Poor Nicolas determined not to drop another place, left the road on the last tarmac part and lost 28 minutes after being pulled back on again by Therier Ponnelle, who had been right behind Nicolas, had suspension troubles and lost 14 minutes which promoted Bochnick to third place behind Neyret who prudently lost one minute not wishing to completely wreck his sick suspension.

Perhaps the most poignant episode of the rally occurred at Kasba Tadla where the British crew of Hadley Rabson arrived just two minutes outside their maximum lateness and were subsequently excluded from the results though they crossed the finish line and were provisionally placed 12 ahead of Pagan's VW K70.

Thus at almost midnight on an uncharacteristically cool Casablanca evening, the thirteen survivors staggered into the finish at the Place des Nations Unies. Darniche's Alpine still looked in quite good form which

was more than you could say for the rest of the cars. Waldegaard had no suspension left in his Fiat but he could console himself with the fact that he seemed to be the only man in the rally who had not had a single puncture. Both Neyret and Ponnelle Citroens were leaking various fluids but the drivers didn't seem at all depressed as they, with their Austrian team-mate, had taken the team prize.

Perhaps ashamed at having finishers in double figures, the organisers of the Rallye du Maroc have already published the route for 1974 which looks to be even tougher still. As a trial of motor, mechanic and driver, it at present has no equal anywhere in the world.

#### 1974 RALLYE DU MAROC General Classification

1. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
2. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
3. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
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5. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
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7. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
8. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
9. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s  
10. B. Darniche/A. Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s

Category winners: Group 1: Bochnick/Kernmayer (Citroen DS 23) 15 hrs 41 m 4 s  
Group 2: Ponnelle/Payot (Peugeot 504) 15 hrs 41 m 4 s  
Group 3: Ponnelle/Payot (Peugeot 504) 15 hrs 41 m 4 s  
Group 4: Darniche/Mahe (Alpine-Renault 1800) 15 hrs 41 m 4 s

Team Prize: Citroen (Neyret/Bochnick) and Ponnelle/Payot (Peugeot 504)

551 El Khlaoui 92 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Theier (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
4. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
5. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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8. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

552 Col du Zagora 30 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
4. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

553 Khatima 60 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

554 Taza-Khatima 30 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

555 Missane 175 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
4. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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8. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

556 Rabat 205 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

557 Tizi n'Tam 87 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

558 Foun Zguid 250 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
4. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

559 Tazenakht 90 km: 1. Nicolas (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
4. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
5. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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7. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
8. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

560 Nizhka 20 km: 1. Therier (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
4. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
5. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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8. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

561 Rissani 236 km: 1. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
2. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
3. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
4. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
5. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
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8. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
9. Darniche (Alpine-Renault) 1 hr 04 m 14 s  
10. Darniche (Alpine-Renault) 1 hr 04 m 14 s

After four days of the toughest rallying that North Africa can provide, just 3 m too much lateness kept this British entered car, the Opel Ascona 1900 of Paul Hadley/Roger Rabson, out of the finishers list





## World Cup Rally plans

Preliminary details of the 1974 World Cup Rally, to be sponsored by UDT, were announced in London on Wednesday.

The event, which starts from Wembley in mid-May next year and will end in Munich prior to the start of the World Cup soccer series, will take in Africa and a large part of Europe. According to a Press statement the event will cover over 10,000 miles.

AUTOSPORT understands that the rally will in fact, subject to the successful reconnaissance, take in part of the Sahara desert, will then move to the Middle East and possibly part of India and Bangladesh, through to Russia and then across the other European countries.

The rally has received the official blessing of the RAC and

the Football Association and in the very near future, a reconnaissance crew, under Tony Ambrose will be reporting back and then the route will be finalised.

A prize fund of £25,000 has been announced and there will be special prizes for private entrants. There will be a maximum of 180 starters.

The event will be known as the United Nations Trust World Cup Rally 1974 and all leading car manufacturers have been informed of the event and invited to take part. Chairman of the rally committee will be Wylton Dickson and pre-event regs and an application form will be available in a few weeks from UDT at 51 Eastcheap, London EC3.

## Esso sponsor Lindisfarne

Presumably pleased with their involvement in rallying through the media of Roger Clark's Uni-Ro Escort RS the Esso Oil Company have just announced that they will be sponsoring the Lindisfarne Rally, penultimate round in the RAC Rally Championship, which will take place on October 6th. This extremely popular and well organised special stage event will stick to its all-day format and will start and finish in Tynemouth. The organisers are the Tynemouth and District Motor Club and among other things, Esso will be donating a silver rosebowl to be awarded to the winner which will be called the Esso Uni-Ro Lindisfarne Trophy.

## Marrakesh Express?

Seen around Marrakesh during the Moroccan Rally were two British registered Escorts with drivers bearing a strong resemblance to Erik Jackson and Bill Meade. The cars apparently belong to AVO and were running on Sears Roebuck tyres with Dunlops on the roof racks. AVO cars have already done the irehem to Foum Zgaid run a couple of times and if the Sears tyres stand up to it (which they should seeing that they are Michelin, which equipped the five first cars in the Morocco Rally) then apparently Sears are just waiting to fly out a film crew and record the fact for US television. Incidentally, wild horses wouldn't drag the type of engine fitted to these Escorts out of FoMoCo.

## Slater's backing

Chris Slater is being entered by Marlboro on the Scottish Rally and his spare Escort is being painted red and white like the Lancias for the event. His navigator will be Mike Gressley

## Simca win

### Rallye Mont Blanc

While the Renault Alpines were away playing in Morocco, at home in France the international rally scene centred on the Rallye du Mont Blanc which is a miniature Coupes des Alpes. In winning this tough little event, Bernard Fiorentino and Maurice Gelin in the works Simca CG, won all 18 of the special stages and in addition were the only crew to be unpenalised on the road section. They were, indeed, hardly challenged after Jean-Louis Harasser had left the road in his Alpine and gave this Chrysler prototype a comfortable win by 28 m ahead of the Ford Capri RS of Briavione Laverna.

## Hourihan in Donegal

Bob Hourihan and Dave Woods will be competing in the Circuit of Donegal International rally which takes place from June 16-17. Hourihan, who is clerk of the course on the Press on Regardless rally, will drive a Datsun 180 SSS, with Woods who is in charge of his country's (Canada) premier event, the Rally of the Rideau Lakes. Woods is also Canadian champion navigator.

This will be their first event on the Continent. Porsche Carreras will be driven by Jack Tordoff, Harold Morley and David Agnew, while Cahal Curley fields his lightweight BMW. Other notable entries include Adrian Boyd's Escort, Drew Gallacher's Escort, John Price and Marek Gierowski in Alpines, Rosemary Smith's Escort and Eamon Cotter drives the Alpina BMW which finished second on the Circuit.

● Another rally car that is no more is Chris Beynon's Capri 3-litre which was extensively damaged in a road accident.

## Lady victory

At the same time as the Rallye du Maroc, there was the Yugoslavian Rally being held as the latest round of the European Drivers' Championship. It was won outright by a Fiat which should not cause too many eyebrows to raise but the surprise was that it was driven by a lady, Donatella Tominz. She started rallying with a Porsche in Italy just two years ago and now she has won outright a championship round which has only ever been done before by Pat Moss (Liege-Sofia-Liege 1960) and Rosemary Smith (Tulip Rally 1965). Only nine cars finished the event and second overall was the Czech crew of Ferjancz/Szembery in a Renault 12 Gordini. The current positions in the European Drivers' Championship are 1, Sandro Munari, 44 points; 2, Donatella Tominz 32; 3, Sergio Barbasio 25; equal 4, Timo Makinen, Bert Dolik, Achim Warmbold, Jack Tordoff, Bernard Fiorentino, 20.

## Morley's Pinto-engined Escort

Harold Morley plans to rally a 2-litre Pinto-engined Escort for Crystal's of Hull in certain events this year. The car is being prepared with five speed ZF gearbox, fully floating rear suspension and disc brakes all round. The engine is expected to develop 170 bhp in fairly mild tune. His team-mates will be Mike Jackson with a 2 litre iron block BDA engine and Steve Howard (Crystal's Rallye Sport manager) who will continue to rally his G2 RS1600 first seen on the Mintex Dales.

## Escorts in Scottish

Ford of Boreham will be fielding four works Escorts on the Scottish. In addition to the Roger Clark/Jim Porter and Andrew Cowan Brian Coyle entries, Hannu Mikkola/John Davenport will be seeded number 1 in their works Escort and George Hill and Frances Cobb have a fourth works Escort for finishing second in last year's Mexico Championship.

Colin Makin Rob Lyall in the Avenger which finished 17th on the Welsh, and helped Chrysler take the team price.



## Monte Minor preview

Bexley Light Car Club's Monte Minor Rally on May 19-20 has attracted one of the best entry lists to be seen in Kent for a long time. The event is both an ICAMC and ASFMC Championship qualifier and in consequence most of the leading contenders will be out. First away will be David Lane John Mc Kerrell who won the event last year in the same car, a Twin Cam. In similar cars at two and three are Alan Hemmings Stuart Grey, and Peter Jones John Kappler. At number four, fresh from his encounters on the Welsh, will be Drive In's Chris Daisey in his very quick Avenger GT and will again have Andy Gibson as map man after a brief absence for the Welsh. Further down the list are David Vandervlist, Geoff Bartram, Gillian Fortesque-Thomas and many other well known South Eastern names.

The event, as ever navigational will start at The Norton Garage Teynham (172 869618) and after a tour of the lanes on maps 172 173 and 184 will finish at the Halfway Caletaria, Harretsham (172 878527).

## Alpine lead

After Renault Alpine's convincing win in the Rallye du Maroc at the weekend, they now have a comfortable lead in the World Rally Championship. They have won outright three of the five qualifying events already held (Monte Carlo, TAP Rally and Maroc) while Therier finished third overall on the Swedish Rally. Their nearest rivals are Fiat who will confront them next on the Acropolis Rally in Greece which is due to be held next week. Alpine have already won the Acropolis twice with Therier and Andersson in 1970 and 1971 while Fiat won it last year with Hakan Lindberg. Alpine have their usual three crews of Nicolas Vial, Therier-Delferrier and Darniche Mabe while the Fiat drivers will be Lindberg, Hertz, Astonen/Turvey and Pagnelli Russo.

The current positions in the championship are as follows:  
1. Renault Alpine 32 points; 2. Fiat 31  
3. Chrysler 7; 4. Datsun 5; 5. Volvo 2  
7. Lancia 1; 8. Peugeot 1; 9. Ford 2  
9. Porsche 0; 10. Volkswagen 0.



The Common Market brought its motor racing benefits to a wet and windy Snetterton on Sunday when 52 Formula Renault cars came over to do battle for their national championship. Both Patrick Tambay and Rene Arnoux started in the wet conditions, while the general impression made by the French outfits was very good. The same cannot be said of the BRSCC's East Anglian centre who started the meeting at 2.30 and finally finished at 7.45, which cannot have helped the French contingent to catch their boats, etc. Our own wet weather specialist, Tony Brise, confidently drove through the streaming conditions to put himself second in the Lombard North Central Formula 3 championship, five points behind Russell Wood, who came fifth and suffered from handling problems. Making his mark in the Formula was Leonel Friedrich who came second in his March with a steady drive. Other championship scorers were Bob Arnott from Donald Macleod in the B/C round, Nick Faure in the Prodsports race, which was combined with the special saloons, the MCD championship which is now led by Ray Edge.

The Formula 3 practice was held entirely in the dry, and everyone was very impressed with the performance of Masami Kuwashima in his new March-Holbay 733. Their view of him proved correct and the Japanese driver recorded a 1 m 30.4 s for pole, followed closely by three drivers on 1 m 30.8 s. First of these was Alan Jones in the DART GRD with Vegantune power, followed by Ian Taylor, who had mild cooling problems, and then Leonel Friedrich in his March. Accompanying Friedrich was Neil Ginn's GRD while on the next row were Tony Brise and Mike Wilds, unaccustomed to being so far back on the grid. Even farther back was Russell Wood in the Chequered Flag March-Novamotor 733 on the eighth row, a practice accident during the week having upset the handling. Disappointing non-starters were Damien Magee, who is having some weight taken off the Brabham, having found it about 40 lbs overweight, and Larry Perkins, of whom neither sight nor sound since the fourth lap at Paul.

In streaming conditions, Jones made the best start, unfortunately too good, for he collected the customary one minute, but was leading for the moment until engulfed by the field.



Formula Renault dicers Pironi, Auxemery and Michy

## SNETTERTON

# Brise shows the way

followed by Kuwashima and Friedrich, but by the Hairpin it was already Kuwashima in front, with Ian Taylor up to second, Friedrich third and Jose Santo (March Mohr 733) fourth. Lap two saw Ian Taylor catching the Royston March, while Tony Brise was beginning to revel in the wet and had disposed of Friedrich, with Ginn fifth followed closely by Wilds. Lap three and Kuwashima flew off leaving Brise who had disposed of Ian Taylor, to lead all the way to the flag, maintaining a constant 3 s lead. Behind, Taylor tried to catch him, but succumbed on the sixteenth lap of the 20 lap race when water got in the electric and caused a big misfire. Friedrich then drove a very steady race into second, followed by

Mike Wilds, who reckoned it wasn't worth carving through the backmarkers in too greater style, especially with the John Player round next weekend. Fourth was Neil Ginn, who was finally demoted by Wilds on lap seven, while Russell Wood found there was little difference in the wet handling of his March to that in the dry, and finished fifth. After his spin, Kuwashima finished sixth, with Jones, complete with flat front tyre, which he had had for most of the race, next up on the road.

Proceedings started off with two Formula Renault heats in the dry. Wizz kid in the first was undoubtedly Patrick Tambay, who took his Alpine away to a win from second

Taylor's Baty March about to relinquish the F3 lead to Brise while Kuwashima and Friedrich follow closely





man Rene Arnoux in the Shell/Winfield entered Martini Mk II. Arnoux initially challenged Tambay, but slowly went back to be caught by the next group comprising Alain Couderc (Martini Mk II) and Maxime Bochet's side-radiator Hamps 1973. These three dived for second, with Arnoux taking the place from Couderc and Bochet. The next group up had been a scrapping bunch of five cars, but as so often happens with diving bunches, they ran into one another on the pit straight, two of their number being damaged, Xavier Mathiot's car being seriously damaged although after the doctor's examination, he was pronounced fit. The second heat saw Didier Pironi initially lead from Claude Michy, but by the second lap, Jannick Auxemery was through to second, taking the lead next time around. Michy rebuffed the challenges of Pironi for second, but finally went to Dany Snoeck who was closing on the leader at the end. Snoeck had fought through a large bunch of cars, and led home Michy, Pironi, and Roger Dorchy's Alpine, the first non-Martini Mk II.

The final was very wet and anyone who drives in those conditions as well as those guys did has to be admired. Arnoux led off from the front row of the grid with Auxemery second and Tambay third. At Riches, Auxemery did it all wrong and took off two others, so by the Hairpin it was Arnoux from Bochet, who promptly went up the escape route, Snoeck and Pironi. Snoeck had a big one at Russell on lap one going and over end, but was sufficiently recovered to drive back to the Paddock after the race! So it was Arnoux from Pironi, Couderc, Jean Claude Lompech (Martini Mk II) and Tambay. Next time round, Couderc had got the better of Pironi, while on lap three, Pironi went to

Tambay. Lompech disappeared from fifth on lap eight with a spin at Norwich and a lap later Tambay got by Couderc for second. His pursuit of leader Arnoux was now the high spot of the race, and on the last lap, as they came out of Russell, it was all down to who could accelerate to the line quickest. However, there were three backmarkers in the way, and when Arnoux took his tight line into the corner, he found one in the way. His subsequent weave was enough to let Tambay through to take the flag by a nose. Exciting stuff, and seventeen of the 28 finishers had gone the full distance.

Championship rounds included one for the BOC FF series. Peter Harrington's Cougar-Scholar 73F led off from the middle of the front row, with John Crowe's Merlyn-Scholar Mk 17/20 second, while by the Hairpin Bob Arnott's Merlyn-Scholar Mk 24 was third and John Lipman (Dulon-Davron LD9) fourth. Harrington kept it up until lap three when Arnott, who took second on lap one, went into a lead he was not to lose. Harrington spun out of second at the Hairpin on lap four, so Donald Macleod in his Merlyn-Scholar Mk 11A took second, closing on the leader by the end. John Crowe drove sensibly to be third with Tony Rouff fourth in his Merlyn-Vegantune Mk 20A. Derek Lawrence, starting uncommonly far back due to a broken wheel stud during practice, had to have a push start, and then drove a fantastic race in the conditions to finish eighth on the road despite a spin.

The MCD saloons and STP production sports cars were lumped together which made an interesting race, with eight classes. The grid was flanked at the start by a honeymooning Nick Faure in his Carrera RS, which advertised

his wedding the day before until the race, and John DeSteffano similarly mounted, as they shot through from the third and fifth rows with Faure leading at the Hairpin. Second was the Brook Hire Firenze of poleman Dave Millington and the Brook Hire Escort of Tony Sugden was third. Fourth was Chris Meek in the De Tomaso Pantera which is not really sorted yet, but Meek got the hang of things with two spins in practice, and, according to the information sheet, an inversion at Riches in the race, which landed him back on his wheels and allowed him to continue! Millington closed on Faure and took him on lap seven, only to lose it again on the last lap. Millington tried a demon outbraking manoeuvre involving both Faure and a Mini, locked up the wheels and went straight into the bank at the Esses, the car looking very sick, but Millington unhurt. Sugden therefore came in second, with the scrapping 1.3 Minis of David Conway and Andrew Wheldon third and fourth. Ray Edge came in sixth to take maximum points in his 1.0 Ford powered Mini. Alan King won the baby special saloon class from Norman Blowers similar car. Faure was followed home by Meek, while the £1625 to £3000 class easily went to Julien Stock's Lotus Europa Special. Shaun Jackson had no trouble with the next class while the bargain basement went to Geoff Tili in the Midget.

By the time the Formula Vee race started, no one was really interested, especially as it was 7.30 pm, over one hour late. The Canon entered Scarab 73 FV and Austro Vee of Bruce Venn and Jeremy Hampshire respectively made it some race, in that Venn went ahead of early leader Hampshire to win. Martin Thompson (Scarab 72B), who was third, and the sick sounding Veemax Mk 4D of Peter Wimhurst were the only cars unlap-ped of the sixteen runners. By the finish, at 7.45, we were all happy to go home.

## BOB CONSTANDUROS

Formula Renault European Challenge race, heat 1 (8 laps) 1. Patrick Tambay (Alpine A366) 13 m 42.3 s, 54.93 mph 2. Rene Arnoux (Martini Mk II) 13 m 50.4 s 3. Alan Couderc (Martini Mk II) 13 m 50.8 s 4. Maxime Bochet (Hamps 1973) 13 m 52.6 s Fastest lap: Tambay, 1 m 40.6 s, 57.17 mph

Formula Renault European Challenge race, heat 2 (8 laps) 1. Jannick Auxemery (Martini Mk II) 14 m 36.6 s, 59.24 mph 2. Dany Snoeck (Martini Mk II) 14 m 38.0 s 3. Claude Michy (Martini Mk II) 14 m 44.0 s 4. Didier Pironi (Martini Mk II) 14 m 54.6 s Fastest lap: Auxemery, 1 m 45.8 s, 52.31 mph

Lambert North Central Formula 3 round (20 laps) 1. Tony Brice (GMD MCBay 773) 34 m 36.0 s, 63.45 mph 2. Laura Fredrich (March MCBay 773) 34 m 47.8 s 3. Mike W. de (Ensign MCBay 773) 34 m 54.0 s 4. Noel Ginn (GMD MCBay 773) 35 m 01.2 s 5. Austin Wood (March MCBay 773) 35 m 12.2 s 6. Maxat Rumashina (March MCBay 773) 35 m 16.4 s Fastest lap: Brice, 1 m 40.8 s, 55.79 mph

STP Production sports cars and MCD special saloon car championship rounds (18 laps) 1. Nick Faure 17 Porsche Carrera RS 15 m 31.0 s, 63.81 mph 2. Tony Sugden 19 Ford Escort 15 m 40.8 s 3. David Conway 17 MCBay EF 15 m 50.6 s 4. Andrew Wheldon 15 Morris Min 15 m 54.4 s Fastest lap: Sugden, 1 m 34.2 s, 65.43 mph

MCD over 1300 cc class 1. Sugden, 15 m 31.0 s, 63.78 mph 2. Tony Mann 17 Ford Ang 15 m 32.2 s 3. Dave Cullen 16 Ford Escort Fastest lap: Sugden, 1 m 34.2 s, 65.43 mph

MCD 1001 cc to 1300 cc class 1. Conway, 51.85 mph 2. Wheldon 3. Barrard 3rd (13 BMC Cooper 31) Fastest lap: Wheldon, 1 m 55.0 s, 64.84 mph

MCD 850 cc to 1000 cc class 1. Ray Edge (1.0 Mini Ford) 14 m 35.2 s, 63.01 mph 2. Peter Baldwin 1.0 4th Cooper 3 3. Richard Long 1.0 Ford Ang 8 Fastest lap: Edge, 1 m 58.8 s, 62.12 mph

MCD up to 850 cc class 1. Alan King (B4B Min) 17 m 36.8 s, 73.71 mph 2. Norman Blowers (B50 Weller Min) 3. Dave Pyles (B50 Min) Fastest lap: Blowers, 1 m 56.8 s, 76.94 mph

STP over £3000 class 1. Faure, 15 m 31.0 s, 63.82 mph 2. Chris Meek 17 De Tomaso Pantera, 3. John DeSteffano 27 Porsche Carrera RS Fastest lap: Faure, 1 m 54.6 s, 65.13 mph

STP £1625 to £3000 class 1. Julien Stock (1.6 Lotus Europa Spec) 74.62 mph 2. Roger Smith (1.6 Lotus E) 3. Dave Tufworth 1.6 Lotus E (Jan Spinn) Fastest lap: Stock, 1 m 56.4 s, 77.3 mph

STP £1700 to £1625 class 1. Shaun Jackson (2.5 Triumph T16) 75.81 mph 2. Ron Hopkinson 1.8 MGB 3. T. Brown (1.8 MGB) Fastest lap: Jackson, 1 m 55.6 s, 77.88 mph

STP up to £1700 class 1. Geoff T. 13 MG Midget, 70.78 mph 2. Mike Chittenden 13 MG Midget, 3. Terry Hatheway 13 MG Midget Fastest lap: Tili, 2 m 14.8 s, 73.37 mph

BOC Formula Ford round (12 laps) 1. Bob Arnott (Merlyn-Scholar Mk 24) 22 m 34.6 s, 66.43 mph 2. Donald Macleod (Merlyn-Scholar Mk 11A) 22 m 36.0 s 3. John Crowe (Merlyn-Scholar Mk 17/20) 22 m 49.8 s 4. Tony Rouff (Merlyn-Vegantune Mk 20A) 22 m 51.2 s 5. Dennis Shattuck (Eden Row and Mk 10) 22 m 56.2 s 6. Roger Bruce White (Quon LD9.5) 22 m 57.0 s Fastest lap: Crowe, 1 m 49.4 s, 69.16 mph

Formula Renault European challenge final (15 laps) 1. Patrick Tambay (Alpine A366) 27 m 35.2 s, 66.41 mph 2. Rene Arnoux (Martini Mk II) 27 m 35.2 s 3. Alan Couderc (Martini Mk II) 27 m 44.4 s 4. Didier Pironi (Martini Mk II) 28 m 18.4 s 5. Gerald Pyle (Martini Mk II) 28 m 22.2 s 6. Dan e Abernethy (Hamps 1973) 28 m 28.6 s Fastest lap: Tambay, 1 m 40.2 s, 57.17 mph

National Formula Vee championship race (8 laps) 1. Bruce Venn (Scarab 73 FV) 16 m 57.2 s, 60.69 mph 2. Jeremy Hampshire (Austro Vee) 16 m 10.2 s 3. Martin Thompson (Scarab 72B) 17 m 40.4 s 4. Peter Wimhurst (Veemax Mk 4D) 17 m 47.8 s 5. Graham Shocke (McNamara 7) 18 m 5. Colin Dawson (Peco Vee) 7 laps Fastest lap: Venn, 8 m 58.4 s, 61.40 mph



Honeymooner Nick Faure won the prod sports race yet again in his Porsche Carrera. Dave Millington's Firenze gives chase before crashing while attempting to take the lead. The French drivers raced well in the wet: Here Arnoux (2) and Tambay (3) dice for the lead.





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For ordinary clubmen the Welsh has a unique place in their sport. It is the easiest international in the calendar for them, as the time needed off work is very restricted, the event takes place nicely within the confines of the principality, except for a detour into England for the Forest of Dean stages, and the cost is limited. The popularity of the event causes as much trouble as it benefits the South Wales Organising club, for the method of handling applications for entry this year left much to be desired, leading to a lot of disillusionment for unlucky applicants. In a commendable effort to be fair, a certain number of entries were reserved for privileged rallymen, notably foreign entries, those who had finished in the top 10 overall positions on other internationals, or won their classes on these events. The other entries were accepted first come, first served, the moment the regulations were released. This led to the inevitable situation that the floodgates were closed before many deserving entrants even received the regs, and in turn certain competitors made fraudulent claims to privilege on their entry forms in order to jump the lengthy list of reserves.

This year the Welsh was a counter towards both the ECR for drivers and the new national Esso Uniflo BTRDA Gold Star/Triple C series. The former was little more than an acknowledgement of a run of previous successful international status events held by the club, for there was only a sprinkling of foreign interest, and of this interest a lot proceeded no further than just the entry stage. The Gold Star involvement was more crucial as the Iliffe brothers, leading both the BTRDA and Triple C sections were barred entry and were left sadly having to spectate. The idea of inclusion of the Welsh in these clubmen's series was to provide clubmen with an opportunity of seeing what lies beyond the day-stage events, and of course the Welsh fulfilled this purpose admirably—or would have done if the right people had been allowed to compete. The event was a counter for the RAC series, interest in which is perhaps a little less active with Clark's fourth win out of five rounds so far held now being marked up on the charts of points.

The next important innovation in this year's Welsh was the inclusion of Group 1 classes, which basically was a great success. With the basically smooth forest tracks we did not see the wholesale body bending that the Chieftain induced in its Mexico contingent last month, though so impressed were the Avenger crews in the strength of the cars they did not really mind. Difficulties with policing Group 1 specifications arose, almost inevitably, particularly in so far as reclining seats in Mexicos were concerned. These are allowed in Mexico challenge events, and are now optional factory extras. Fords confirmed prior to the event that homologation for the seats had been sought, but no forms of recognition were produced permitting them officially. Crews who asked before the event if they could use them were told "no," but then other crews who turned up at scrutineering with them were allowed to continue. With amazing tactlessness, Roland Young often lay down and slept on his bang outside the door to the Prynnes time control during the second night! What is more, would you believe that G1 Mexicos are still being accepted in the up to 1600 cc class? One was on the Welsh.

Next new thing was a note in the regulations that those competitors found to be in possession of pace notes may be excluded. There was no ban on pace notes, just a warning not to be found with any, with an explanatory note that the club wanted to follow the example of the last RAC Rally to preclude these notes. Practising, however, was completely permissible, except on forestry territory! It appeared that these rules were in deference to guidance on the subject from the RAC, but contrary to any helpful intention, only a muddle ensued. Some drivers, like Tony Fowkes, went to Eppynt to practise the roads till they were absolutely proficient. There is a story that on one such occasion Fowkes told Harris, his co-driver, they were next going to drive at rally speed at night



Clark Porter on their way to another inevitable victory with the Esso Uniflo Escort

## WELSH RALLY

# Clark supreme again

By MARTIN HOLMES

Pictures by PETER BURN

In his accustomed manner, Roger Clark drove an immaculate rally last weekend to win the Fram Castrol International Rally, pacing himself according to the circumstances, using the usual Esso Uniflo 2-litre Ford Escort RS1600 with Jim Porter as co-driver. With nothing more than one puncture to disturb the automation of his rallying he finished 5½ m ahead of Per Inge Walfridsson, the diminutive Swede who drives his Castrol-Sweden-sponsored Volvo 142, in bright red, white and green colour scheme with an English co-driver, John Jensen from Kent, in good position in view of Jensen's lack of top-class competition experience. A hearty third for the second year running after some lightning performances at Eppynt was Tony Fowkes in his Cables & Components Escort RS1600, with Lleydsley 1600 engine. The Porsche Carreras of Tordoff and Morley were driven immaculately and consistently, while a most impressive performance was put up by the team of four factory assisted or supported Avenger GTs of Collin Malkin, John Bloxham, Barrie Malkin and at the eleventh hour, the Withers of Winsford entry of Robin Hillyar.

using only sidelights, which so horrified Harris that he preferred to get out into the lonely moors than suffer injury in the inevitable accident. In fact this dedication paid handsomely. It was foggy on the night, and in one fell swoop, Fowkes took 29 s off Roger Clark on an 11-mile stage. Not many crews had the time or opportunity to take this practising seriously, and wanted to use notes in the way they had always done before. Eppynt was not the only section that caused dilemma, as the organisers used the Towey dam road, constructed to take dam construction traffic and not yet adopted by the local authority. It was used by the Caravan Rally in the reverse direction, and naturally was another object of the pace noters' attentions. Strangely, not as many crews bothered to practise this section, many not knowing of its recent construction. Several years ago a forestry section was held in the same area, and crews assumed this was being resurrected. In fact, the old tracks are largely under water now. When knobbly-tired crews arrived to find the tarmac road there was some concern, with both Barry Lee and Charlie Wood going off. Roger Clark showed how such a section should be driven, being 40 and 38 s quicker respectively each time the test was used, than the next quickest cars.

As mentioned earlier, the 240 placings were soon filled, subject to the reserved places, for the popularity of this rally has never been doubted. Roger Clark had the blue and white car, with George Hill having the old gold car in recognition of being third best Mexico championship driver last year. The body was rough, but the mechanicals were fine, although he did not last the course as the engine failed. Barry Lee re-emerged from the Hot Rod scene in Ron Clift's ex-works Escort RS. Clift relied on his last event, the Tour of Dean, and this time sat

in the passenger seat for safety, or that was the theory. Chris Schuster had his old car RWC, privately entered but supported by Kiebert, while another ex-works car was the Adrian Boyd Lombard & Ulster RS. Mike Hbbert was entered in the Centre Hotel's Escort (coincidentally the local Centre Hotel in Cardiff was being officially opened two days after the event), the car being the old CS 1 which has not finished an event since its registration was taken away. It did not let the side down this time either! Russell Close drove the other ex-CS 1, the 1hd car, which Russell mentioned at the start had been an excellent buy, having proved exceptionally reliable since he acquired it from Clarke & Simpson. Sadly, these were to be famous last words. Paul Faulkner entered his David Wood 1800 cc RS repaired after the Granite City excursion. Fowkes' Cables & Components car had its engine running well for the first time. Scotsmen Rae and Taylor both stayed at home, although Sue Worrall who collided with Taylor on the Granite made the starting line in Peter Clarke's old car.

Main foreign interest centred around 22-year-old Per Walfridsson, who is now resident in Britain, ostensibly to learn the language, in the same car in which he came ninth on the Swedish, while sharing the limelight was John Haughland's amazing Skoda 120S which just beat Walfridsson on the Swedish. Another foreigner these days is Pat Moss-Carlsson who lives abroad, but whose return to Britain was most welcome with the Clark's Repault Rallye Team Alpine. The car was immaculate but untested, which for the return to loose surfaced driving for Pat must have been most daunting. Alpine fragility seems to be something of the past for the other three plastic



French cars made the finish, but not the one car which everyone particularly wanted to do well. If appearances deceived in the case of Pat's Alpine, they did so in the reverse manner with Cahal Curley's BMW 2002 Ti. Cahal is one of rallying's great characters, but the BMW is no laugh, it is for serious, no matter what its appearance would suggest. The body is as near to silhouette racing as Pat Ryan's Mini would be, but for the Mini's carburettor bulge, but it is a reliable car all the same. With all the road rallying the Irishmen do, few reckoned their forest times would be good, but Coleman, Boyd and Curley drove better than Irishmen have done this side of the water since Hopkirk. As for Coleman's Escort one has little to say. It survives by dint of mechanical genius and confidence. He came without co-driver or service crew, yet by mid-Saturday afternoon he was putting up winning times! His car offends our sense of decency and order, but when its driver ambles without an apparent care you just cannot help admiring the man from County Cork. Sean Campbell entered as well, once more, as did the O'Connells.

Rather than make for radical and exhilarating change, the Welsh organisers try each year to improve on last year's event gradually, and one way that this year's rally was improved was in scrutineering. No longer were exhausting delays the order of the day. Late changes to the entry list in last week's issue included Robert McBurney taking Beatty Crawford's place in Boyd's RS and Robin Hillyar, the East African permanently resident in Britain, taking that of Roy Pidler. Pertti Lehtonen was blown over by Finnair to replace Marku Aien at the wheel of an Escort which was more garish and certainly less suitable for Pertti than his Finnish Team Seabe. Peter Hilliard non-started and was replaced by Mexico whiz-kid Nigel Rockey, in the Hoopers' RS, while Malcolm Patrick drove his Imp in place of his RS crashed on the Tour of Linco. Southern star driver Pat Bartlett (Escort) took over Barrie Williams' Simca entry, and David Ewins took over from his Willment stable companion Mick Clarke. Linda Jackson arrived with a pushrod engine instead of an RS, which caused her panics to have a dual braking system installed while sheer hard work enabled the Coleman RS to take its place in the line-up.

It was amazingly a sunny spring evening last Friday when the Welsh Rally set forth from Barry. The route which lay ahead was the usual mixture of forest and tarmac, the daytime sections on the Saturday as leisurely as usual, though some of the night sections left little time to spare after perhaps a couple of service points had been visited. The rally was due to be dry for its duration, with rain beginning to fall just as the last few cars were finishing their complimentary test at Llandow racetrack on Sunday morning. This in itself was something of a record for the rally. The first section was at Brechfa, where Walfridsson set a scorching time 7 s ahead of Will Sparrow. For many it was a moment of truth, with Pat Moss-Carlson's Alpine travelling only 1½ miles before the gearbox failed and Pertti Lehtonen's Escort's clutch failed actually on the starting line. Billy Coleman found his electrics were not charging and went through the whole of the first night straining his eyes in the glimmer of weakening lamps. Tony Fowkes had a plug oil up on the start line and stuttered away slowly, while Paul Appleby reached the end on only two cylinders as holes appeared in the plugs in the other two. Haughland had a fan belt break which in Skoda engineering means a stop to fit another one: this gave him a maximum penalty which dropped him a whopping 20 m. Dawson in Bertorelli's Alfa GTV had both the exhaust and the petrol guard break, while Peter Clarke's RS arrived badly overheating which was caused by a broken head gasket. Gareth Jones had his suspension fall here as well.

Next stage was Aeron, also Llandbed, where in the true tradition of the Welsh there was timing trouble. For years there



Walfridsson's Volvo leads Clark at Llandow (above). Sideways, dusty motoring for Price's Alpine (below).



has been timing errors here, through this time the trouble was that of the organisers who accidentally set a bogy time of 7 m for a stage which took half that time to cover. To follow came Ystwyth, an old favourite, which was the first of the spectator stages. Hibbert did a flyer but only managed to equal the time of Walfridsson who had some Pirelli HM535 tyres of immense grip and prolific rate of wear. In another three stages they were worn out completely and he turned to Dunlops. He used knobbly tyres for all the rally, even Eppynt, which makes his second place all the more creditable. After Ystwyth came the enigmatic Towey. The few who knew what it was like were well prepared and the others were left to grope through the surprise stage of the rally. The road wound around the valleys in and around the edge of the new reservoir, with the more dangerous drops protected with dramatic erosion. The Hibbert-Lee battle ended abruptly when Lee went flying off the road and Hibbert had the clutch release bearing seize on to the clutch fork.

After this came something more familiar, Eppynt. The stage which incorporated a small piece of Crychan forest was run in reverse to usual, and was followed by two pure tarmac stretches. Fowkes was in his element.

Eppynt was the star turn of the whole show. The longest stage was horribly foggy, but he did not ease his speed one mile. With no thought for the feelings of his navigator he committed himself completely to his memory and scored one of the most impressive times this famous rally battleground has seen. Even Radnor after dawn was an anticlimax! This was the final stage before breakfast, taken at Llandrindod Wells as usual. Positions after the first third of the rally were: Clark 53 m 41 s elapsed time, Walfridsson 55 m 46 s; Fowkes (catching up after his Brechfa delay), 56 m 27 s; Schater (after tackling Towey on the knobbles), 57 m 0.5 s; with Sparrow (also knobbles at Towey), 57 m 18 s. The best GI car was Dawson with an impressive 58 m 21 s.

To many the true joy of the Welsh is the chance to drive the forests in daylight. Forests like Hafren and Dovey have a tremendous favour with British rallymen, and they were in prime condition this time. There were 15 stages between the breakfast and the supper halt, stages in which the fortunes of many drivers fell. Schater was the first to go, when a halfshaft failed near the end of Hafren, while Faulkner broke another Jack Knight gearbox at Dovey. Dovey was the scene of an extraordinary multiple



excursion when Sparrow and Peter McDowell (Ton Tyres Ascona) found the same hole, and Russell Brookes practically did likewise. Roger Clark had his one setback, a puncture, at Tarenig, the stage first pioneered on last year's RAC, while others had flat tyres galore. Few people recall an orthodox rally with more punctures. At Panperthog Sean Campbell drove on a flat until the exhaust cracked and the pipe was pulled off; all the Chrysler Avengers had flats in Dovey, while Appleby sensed he was damaging his car with a flat, also at Panperthog, and changed his wheel in the stage. Rod Badham went off on his first outing in his new Clan Crusader, smartly turned out in Rally Team grey, the colour of Patrick's Imp which stopped in Beddgelert with broken crown wheel bolts.

Glocaenog held many terrors, for Russell Close when he rolled and for the Rally Centre Mini of Pat Ryan when the gearbox broke. Frank Pierson went off for a while when a wheel was caught in a ditch, and eventually got free. Supper halt was taken at Corwen, where Clark had extended his lead by another minute, at 171 m 26 s, as against Fowkes 174 m 44 s; Walfridsson 176 m 15 s; Boyd 178 m 50 s (despite a 1 m road penalty after trouble with broken wheel studs) and Tordoff with 178 m 54 s. Laurie Richards reported he was happier with his new Escort, but Bill Bengry decided to retire after a series of trouble which happened all at once, with a puncture which caused the Simca's sump to be holed. Walfridsson who by now had had six punctures, had despaired of German-style SP44s (15 in diameter wheels) and was now feeling happier with English pattern ones. Fowkes was one of a few drivers with the new Mk 2 Dunlop M+S and was well pleased. Churchill was continuing hard after some delays with a spluttering Opus transistorised ignition, while John Price in the Brecon Motor Club Alpine had done 10 stages without a clutch, but so good was the gearbox he reckoned he was quicker without the clutch. Chris Beynon had changed an alternator and was doing well, but Rockey was out having left the road on a road section. John Daker, in McDowell's old RS was proceeding after a heater hose had failed at Coed y Brenin. Two more retirements were Roger Platt when a disc broke up in Hafren and he went off, and Dai Roderick who also went off.

Each year the Welsh enters a critical phase when dusk falls the second time. For the clubmen it is a new and not very enthralling experience; for the seasoned rallyist it still holds its dread. Fowkes was in a dilemma of tactics for he feared Walfridsson on the loose stages, but anticipated a return to Epynt with hope. It was to be a long night, with many hopes about to be dashed. Russell Brookes was chasing Bob Bean's Ford Sure Mexico with his Brooklyn variety, not so much with a class win in mind, for with luck that would be Dawson's, but more on a point of principle. The Mexicos had the legs of the Avengers into speed, but not Russell's Mexico, for he had had a half-shaft fail. Norway's hope Haugland went out when the gearbox broke at Sarnau. Fowkes tried with all his might at Towey, but he clipped a rock and ripped open a tyre, which he had to stop and change. Worse was to come as he stopped again at Speech House, when an electrical connection came adrift. With these two affairs he lost the race against the young Swede, who was driving with the calmness of a veteran twice his age. Richard Hudson Evans thought his class win would go when his gear linkage came adrift but luckily this was simply mended. Jeff Churchill was really going well, in fact he was doing about 8000 in fifth when his clutch exploded at Epynt and the bellhousing collapsed. DTV boss Chris Coburn was going well against some excellent rival drivers in his GI Firenze, but had a water pump fail at Epynt.

After the Dean stages the rally made its way back to Barry for a breakfast halt and then the trip to Llandow for the 10-lap speed test, which competitors merely had to start to finish the rally. The sight of rally cars on two wheels, like Robin Eyre-

Maunsell's Imp, or, spinning across the grass, like Fowkes' Escort, seems to stir the souls of racegoers, but in more practical terms the organisers had a good chance to prepare results in peace. Shortly after the competitors' return they were announced, but so close were the placings that a minute's query often had a very material effect on the results. The character of the Welsh is per-

haps its predictability, and this is its greatest strength. SWAC took on additional responsibilities this year which by and large they serviced well and save as mentioned earlier the effect was very gratifying for all concerned. Why, if they could promise dry weather every year they would not have the slightest idea what to do with the demand for entries?



Tony Fowkes put up a stirring fight to finish third.

#### From Central International Welsh Rally May 12-13 1973

##### European Championship for Drivers

##### RAC BTDA Gold Star and CCC Championships

**Results:** 1. Roger Carey/Jim Porter 20.90 s Escort RS 1000 2.22 m 33 s 2. Peter Inge/Walfridsson John Daker 1.00 s 24.10 s 3. Tony Fowkes/Bryan Morris 1.00 s 24.10 s 4. Tony Fowkes/Bryan Morris 1.00 s 24.10 s 5. John Daker 1.00 s 24.10 s 6. John Daker 1.00 s 24.10 s 7. John Daker 1.00 s 24.10 s 8. John Daker 1.00 s 24.10 s 9. John Daker 1.00 s 24.10 s 10. John Daker 1.00 s 24.10 s 11. John Daker 1.00 s 24.10 s 12. John Daker 1.00 s 24.10 s 13. John Daker 1.00 s 24.10 s 14. John Daker 1.00 s 24.10 s 15. John Daker 1.00 s 24.10 s 16. John Daker 1.00 s 24.10 s 17. John Daker 1.00 s 24.10 s 18. John Daker 1.00 s 24.10 s 19. John Daker 1.00 s 24.10 s 20. John Daker 1.00 s 24.10 s 21. John Daker 1.00 s 24.10 s 22. John Daker 1.00 s 24.10 s 23. John Daker 1.00 s 24.10 s 24. John Daker 1.00 s 24.10 s 25. John Daker 1.00 s 24.10 s 26. John Daker 1.00 s 24.10 s 27. John Daker 1.00 s 24.10 s 28. John Daker 1.00 s 24.10 s 29. John Daker 1.00 s 24.10 s 30. John Daker 1.00 s 24.10 s 31. John Daker 1.00 s 24.10 s 32. John Daker 1.00 s 24.10 s 33. John Daker 1.00 s 24.10 s 34. John Daker 1.00 s 24.10 s 35. John Daker 1.00 s 24.10 s 36. John Daker 1.00 s 24.10 s 37. John Daker 1.00 s 24.10 s 38. John Daker 1.00 s 24.10 s 39. John Daker 1.00 s 24.10 s 40. John Daker 1.00 s 24.10 s 41. John Daker 1.00 s 24.10 s 42. John Daker 1.00 s 24.10 s 43. John Daker 1.00 s 24.10 s 44. John Daker 1.00 s 24.10 s 45. John Daker 1.00 s 24.10 s 46. John Daker 1.00 s 24.10 s 47. John Daker 1.00 s 24.10 s 48. John Daker 1.00 s 24.10 s 49. John Daker 1.00 s 24.10 s 50. John Daker 1.00 s 24.10 s 51. John Daker 1.00 s 24.10 s 52. John Daker 1.00 s 24.10 s 53. John Daker 1.00 s 24.10 s 54. John Daker 1.00 s 24.10 s 55. John Daker 1.00 s 24.10 s 56. John Daker 1.00 s 24.10 s 57. John Daker 1.00 s 24.10 s 58. John Daker 1.00 s 24.10 s 59. John Daker 1.00 s 24.10 s 60. John Daker 1.00 s 24.10 s 61. John Daker 1.00 s 24.10 s 62. John Daker 1.00 s 24.10 s 63. John Daker 1.00 s 24.10 s 64. John Daker 1.00 s 24.10 s 65. John Daker 1.00 s 24.10 s 66. John Daker 1.00 s 24.10 s 67. John Daker 1.00 s 24.10 s 68. John Daker 1.00 s 24.10 s 69. John Daker 1.00 s 24.10 s 70. John Daker 1.00 s 24.10 s 71. John Daker 1.00 s 24.10 s 72. John Daker 1.00 s 24.10 s 73. John Daker 1.00 s 24.10 s 74. John Daker 1.00 s 24.10 s 75. John Daker 1.00 s 24.10 s 76. John Daker 1.00 s 24.10 s 77. John Daker 1.00 s 24.10 s 78. John Daker 1.00 s 24.10 s 79. John Daker 1.00 s 24.10 s 80. John Daker 1.00 s 24.10 s 81. John Daker 1.00 s 24.10 s 82. John Daker 1.00 s 24.10 s 83. John Daker 1.00 s 24.10 s 84. John Daker 1.00 s 24.10 s 85. John Daker 1.00 s 24.10 s 86. John Daker 1.00 s 24.10 s 87. John Daker 1.00 s 24.10 s 88. John Daker 1.00 s 24.10 s 89. John Daker 1.00 s 24.10 s 90. John Daker 1.00 s 24.10 s 91. John Daker 1.00 s 24.10 s 92. John Daker 1.00 s 24.10 s 93. John Daker 1.00 s 24.10 s 94. John Daker 1.00 s 24.10 s 95. John Daker 1.00 s 24.10 s 96. John Daker 1.00 s 24.10 s 97. John Daker 1.00 s 24.10 s 98. John Daker 1.00 s 24.10 s 99. John Daker 1.00 s 24.10 s 100. John Daker 1.00 s 24.10 s

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**Class awards:** Group 1: M. Smith/J. E. Lloyd 1.17 s 24.10 s 2. M. Smith/J. E. Lloyd 1.17 s 24.10 s 3. M. Smith/J. E. Lloyd 1.17 s 24.10 s 4. M. Smith/J. E. Lloyd 1.17 s 24.10 s 5. M. Smith/J. E. Lloyd 1.17 s 24.10 s 6. M. Smith/J. E. Lloyd 1.17 s 24.10 s 7. M. Smith/J. E. Lloyd 1.17 s 24.10 s 8. M. Smith/J. E. Lloyd 1.17 s 24.10 s 9. M. Smith/J. E. Lloyd 1.17 s 24.10 s 10. M. Smith/J. E. Lloyd 1.17 s 24.10 s 11. M. Smith/J. E. Lloyd 1.17 s 24.10 s 12. M. Smith/J. E. Lloyd 1.17 s 24.10 s 13. M. Smith/J. E. Lloyd 1.17 s 24.10 s 14. M. Smith/J. E. Lloyd 1.17 s 24.10 s 15. M. Smith/J. E. Lloyd 1.17 s 24.10 s 16. M. Smith/J. E. Lloyd 1.17 s 24.10 s 17. M. Smith/J. E. Lloyd 1.17 s 24.10 s 18. M. Smith/J. E. Lloyd 1.17 s 24.10 s 19. M. Smith/J. E. Lloyd 1.17 s 24.10 s 20. M. Smith/J. E. Lloyd 1.17 s 24.10 s 21. M. Smith/J. E. Lloyd 1.17 s 24.10 s 22. M. Smith/J. E. Lloyd 1.17 s 24.10 s 23. M. Smith/J. E. Lloyd 1.17 s 24.10 s 24. M. Smith/J. E. Lloyd 1.17 s 24.10 s 25. M. Smith/J. E. Lloyd 1.17 s 24.10 s 26. M. Smith/J. E. Lloyd 1.17 s 24.10 s 27. M. Smith/J. E. Lloyd 1.17 s 24.10 s 28. M. Smith/J. E. Lloyd 1.17 s 24.10 s 29. M. Smith/J. E. Lloyd 1.17 s 24.10 s 30. M. Smith/J. E. Lloyd 1.17 s 24.10 s 31. M. Smith/J. E. Lloyd 1.17 s 24.10 s 32. M. Smith/J. E. Lloyd 1.17 s 24.10 s 33. M. Smith/J. E. Lloyd 1.17 s 24.10 s 34. M. Smith/J. E. Lloyd 1.17 s 24.10 s 35. M. Smith/J. E. Lloyd 1.17 s 24.10 s 36. M. Smith/J. E. Lloyd 1.17 s 24.10 s 37. M. Smith/J. E. Lloyd 1.17 s 24.10 s 38. M. Smith/J. E. Lloyd 1.17 s 24.10 s 39. M. Smith/J. E. Lloyd 1.17 s 24.10 s 40. M. Smith/J. E. Lloyd 1.17 s 24.10 s 41. M. Smith/J. E. Lloyd 1.17 s 24.10 s 42. M. Smith/J. E. Lloyd 1.17 s 24.10 s 43. M. Smith/J. E. Lloyd 1.17 s 24.10 s 44. M. Smith/J. E. Lloyd 1.17 s 24.10 s 45. M. Smith/J. E. Lloyd 1.17 s 24.10 s 46. M. Smith/J. E. Lloyd 1.17 s 24.10 s 47. M. Smith/J. E. Lloyd 1.17 s 24.10 s 48. M. Smith/J. E. Lloyd 1.17 s 24.10 s 49. M. Smith/J. E. Lloyd 1.17 s 24.10 s 50. M. Smith/J. E. Lloyd 1.17 s 24.10 s 51. M. Smith/J. E. Lloyd 1.17 s 24.10 s 52. M. Smith/J. E. Lloyd 1.17 s 24.10 s 53. M. Smith/J. E. Lloyd 1.17 s 24.10 s 54. M. Smith/J. E. Lloyd 1.17 s 24.10 s 55. M. Smith/J. E. Lloyd 1.17 s 24.10 s 56. M. Smith/J. E. Lloyd 1.17 s 24.10 s 57. M. Smith/J. E. Lloyd 1.17 s 24.10 s 58. M. Smith/J. E. Lloyd 1.17 s 24.10 s 59. M. Smith/J. E. Lloyd 1.17 s 24.10 s 60. M. Smith/J. E. Lloyd 1.17 s 24.10 s 61. M. Smith/J. E. Lloyd 1.17 s 24.10 s 62. M. Smith/J. E. Lloyd 1.17 s 24.10 s 63. M. Smith/J. E. Lloyd 1.17 s 24.10 s 64. M. Smith/J. E. Lloyd 1.17 s 24.10 s 65. M. Smith/J. E. Lloyd 1.17 s 24.10 s 66. M. Smith/J. E. Lloyd 1.17 s 24.10 s 67. M. Smith/J. E. Lloyd 1.17 s 24.10 s 68. M. Smith/J. E. Lloyd 1.17 s 24.10 s 69. M. Smith/J. E. Lloyd 1.17 s 24.10 s 70. M. Smith/J. E. Lloyd 1.17 s 24.10 s 71. M. Smith/J. E. Lloyd 1.17 s 24.10 s 72. M. Smith/J. E. Lloyd 1.17 s 24.10 s 73. M. Smith/J. E. Lloyd 1.17 s 24.10 s 74. M. Smith/J. E. Lloyd 1.17 s 24.10 s 75. M. Smith/J. E. Lloyd 1.17 s 24.10 s 76. M. Smith/J. E. Lloyd 1.17 s 24.10 s 77. M. Smith/J. E. Lloyd 1.17 s 24.10 s 78. M. Smith/J. E. Lloyd 1.17 s 24.10 s 79. M. Smith/J. E. Lloyd 1.17 s 24.10 s 80. M. Smith/J. E. Lloyd 1.17 s 24.10 s 81. M. Smith/J. E. Lloyd 1.17 s 24.10 s 82. M. Smith/J. E. Lloyd 1.17 s 24.10 s 83. M. Smith/J. E. Lloyd 1.17 s 24.10 s 84. M. Smith/J. E. Lloyd 1.17 s 24.10 s 85. M. Smith/J. E. Lloyd 1.17 s 24.10 s 86. M. Smith/J. E. Lloyd 1.17 s 24.10 s 87. M. Smith/J. E. Lloyd 1.17 s 24.10 s 88. M. Smith/J. E. Lloyd 1.17 s 24.10 s 89. M. Smith/J. E. Lloyd 1.17 s 24.10 s 90. M. Smith/J. E. Lloyd 1.17 s 24.10 s 91. M. Smith/J. E. Lloyd 1.17 s 24.10 s 92. M. Smith/J. E. Lloyd 1.17 s 24.10 s 93. M. Smith/J. E. Lloyd 1.17 s 24.10 s 94. M. Smith/J. E. Lloyd 1.17 s 24.10 s 95. M. Smith/J. E. Lloyd 1.17 s 24.10 s 96. M. Smith/J. E. Lloyd 1.17 s 24.10 s 97. M. Smith/J. E. Lloyd 1.17 s 24.10 s 98. M. Smith/J. E. Lloyd 1.17 s 24.10 s 99. M. Smith/J. E. Lloyd 1.17 s 24.10 s 100. M. Smith/J. E. Lloyd 1.17 s 24.10 s

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**Group 3:** P. J. Taylor/P. S. Rans 1.17 s 24.10 s 2. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 3. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 4. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 5. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 6. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 7. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 8. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 9. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 10. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 11. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 12. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 13. P. J. Taylor/P. S. Rans 1.17 s 24.10 s 1



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**HILLMAN**





## Dellow and trialling

Having seen Mr Hayward's letter regarding the wonders of the Dellow it behoves someone to write and state the other side of the case. As an entrant in Mr Hayward's forgotten front wheel drive class may I be permitted to answer the sweeping comment that possibly due to his lack of experience he considers to be factual, that being the recent exclusion of this out-dated trials car from production car trialling. This Mr Hayward is no recent act, for in my 13 years of production trialling covering some 250 events I can recall only three occasions when a Dellow has been accepted in a BTRDA championship event.

For the RAC to be obliged to use the full force of its considerable powers against organising clubs, extending even to the threat of withdrawal of permit in order to accommodate Mr Hayward, and for a club to be prepared to go to this point, I respectfully suggest is somewhat more than the efforts of a few aggrieved competitors. I would go as far as to say that it represents some pretty strong feelings that the Dellow's place is not in this division of trials.

It is only fair for me to add here that I have no personal axe to grind in this matter being away in a class where competition is very severe indeed but fair. Further, I have nothing against Dellow's having some very happy memories of the fun of driving one, but I would politely suggest that Mr Hayward takes it off to the sporting trials fields where it should be quite at home with the Cannon, Kincaid, Ilex, Alexis and others which it so clearly resembles and built by trials enthusiasts every bit as well respected as Messrs Lowe & Dellingspole.

Dubley, Wexce.

AUSTIN RUNNEY

## Spirit of regulations

I am sure Mr Hayward is genuinely convinced that he and a few other competitors are being unfairly discriminated against because they are too successful in their Dellow, but I am sure he is mistaken. Whilst the Dellow Register can argue vociferously that Dellow's were production sports cars pioneering all that was best in sports car design, the fact remains that such a car is outside the spirit of the production car trial regulations.

The Motor's road test published on May 18, 1949, sums it up rather well—"the Dellow is a car built essentially for a specific purpose (trials) and it fulfils that purpose outstandingly well, providing at the same time, a measure of suitability for general motoring quite acceptable to the average trials enthusiast." A production sports car Mr Hayward?

The BTRDA suggestion that Dellow's should be excluded from the sports car class and compete in the rear engine class for the remainder of this year whilst the RAC deliberate on a revised class structure for 1974 is sensible, and I look forward to Mr Hayward's participation in the Singer Owners Club Half-day Trial, a BTRDA, ACSMC and COMCC championship event of July 15. I will be sending you the regs at the end of the month Mr Hayward!

WAYBRIDGE, SURREY

JOHN OLIVER  
(Singer OC).

## A versatile car

Re M. O. Hayward's letter in your issue of May 3, 1973. May I, as a Dellow owner in the early fifties, make a few further comments?

A look back at some early issues of Autosport will find Dellow's competing in rallies, driving-tests, hillclimbs, races and sprints, as well as in trials—so "versatile" is the only suitable definition. As the Circuit of Ireland

has just been held, it is appropriate to mention that a Dellow won this twice in the mid-fifties. I recall the event had road mileage, driving tests, the odd trials-type section, and some circuit work in those days.

Probably some of the sour-grapes stems from the prototype being used for trialling before the car was put into production. There is nothing unusual about this surely, as from time to time company prototypes from Morgan, HRC and MG were tried out in this manner (there being no MIRA in those days!). The result was a rugged, reliable and reasonably rapid sports car—or are some people unaware of what a sports car was supposed to be, that was certainly usable for virtually anything you cared to have a go at.

I only hope the Dellow enthusiasts problem with certain organisers can be sorted out firmly and finally by the RAC and BTRDA as no authority should permit this sort of vindictive action to take place. It seems, if Mr Hayward's observations are accurate, that the sports car class could in effect be won by telephone calls or letters to the organisers, an incredible state of affairs!

GROVE PARK, LONDON

PETER MILLER

## Overfull entries

The proliferation of F3 and Formula Ford entries has created quite a problem for both entrants and organisers.

Surely it is time that race organisers gave thought to a procedure for acceptance of entries. There have been many cases referred to me recently where entrants have submitted their entries immediately the regs are available, and yet only a week before the race are then told that the entry is not accepted.

It is fully appreciated that race organisers have a problem with the grid limitations and the large number of entrants wishing to compete.

I suggest that two methods of overcoming the problem should be considered.

(a) Entries are accepted in the date order of receipt by the organisers up to the grid capacity, and then late arrivals of entries take their chance as reserves. Where there is still a big overspill the event should be run with two heats and a final. This system works very well with the BRDC organised meetings, resulting in the competitors getting a run and good racing being presented to the public.

(b) That all names are put into a hat and then drawn out to fill the grid and reserve places.

Whichever system is adopted the process decided upon should be declared in the regulations so that entrants have time to decide whether to try for an entry in other meetings.

There is little doubt that F3 and FP racing gives very good value to the paying public and therefore it is in the interest of all concerned that these drivers get a full chance to race, either heats or final.

It is realised that in certain Championships that points holders should be given a preferential consideration, but the rest of the entrants should at the same time have adequate notice of acceptance. If seeding is to be used then it is suggested that not more than 25% of each grid shall be of seeded drivers with Championship points.

The heats and final occurs to me as being the better of the two systems because the final should end up with the best and fastest in contention, and those entrants who compete regularly must be well aware that early application is essential.

The views of race organisers and competitors would be, no doubt, very interesting.

LONDON, W1.

ANTHONY A. SALMON,  
(British Racing Drivers' Association)

## Different approach

Could Mr Constanduros have possibly been suffering from a Friday condition himself while writing his "Tune-In" copy for Autosport, May 3? His frame of mind could not have improved when, having dismissed Italian cars in general and Fiat cars in particular in the introduction to his story on Langrop, he discovered that the same issue illustrated one Fiat which had finished 8th in the Safari (which can't be bad) and reported another which had won its class in the Circuit of Ireland (which also can't be considered disgraceful).

Two facts to straighten the record and balance Mr C's views. Something over 2 million vehicles of Fiat design were produced and sold during 1972, which suggests reasonable success—even if only that all Fiat products can't be bad. Or even that some can't be all that bad! Secondly, Fiat have always been absolutely unequivocal on the subject of tuning for performance—they don't approve. The range includes higher performance versions of the major models—124 (85 bhp), 124 Special (75 bhp), 124 Special T (85 bhp), Coupé (105 or 113 bhp) and Spider for example—believing that this is the most satisfactory way of meeting reasonable demands for extra performance. And they recognize that it is possible for anyone with a parts catalogue to play the options on carbs, manifolds, etc. But basically Fiat does not encourage mods, which is quite different from being "practically reticent" as Langrop's are reported to have suggested.

Manufacturers differ in their approach to their markets; Fiat believe in offering above average performance at reasonable cost rather than offering the purchaser a wide range of catalogue options with which to play designers. For the Italian market a special situation applies, with something like 7 million Fiats on the road compared with under 1 million here—no wonder Fiat/Abarth and others provide tuning bits. And the factory has the opportunity of subjecting "tweaks" to scrutiny.

As for Mr Constanduros's general criticisms, surely it is sufficient to mention that Autosport's respected technical editor currently owns two Fiat models which I understand have been models of reliability, and that Autosport's deadly and unmentionable rival has recently reported 25,000 miles of completely trouble-free Fiat motoring in two staff cars.

I know that four bottles don't make a case, but then Mr Constanduros's one misfortune is hardly a statistically respectable sample.

LONDON, ECL.

ALFRED WOOLF,  
(Woolf Laing Christie & Partners),  
Public Relations for Fiat.

## Loss of importance

It was with dismay I read in Pit and Paddock, that the promoters of the John Player Grand Prix this year have suggested that the event may be Formula Libre instead of pure Formula One.

I am not against this at non-championship events but when it comes to the serious business of gaining points towards championships then I feel it does not matter which Formula it is, these events should be run for the one concerned to allow equal chances for all. The Grand Prix is the only chance in this country of seeing the Formula One drivers and cars competing with each other. To dilute this race with lesser formulae would be to debase the whole conception of Grand Prix.

I appreciate that in this case the cause may lay at the doors of the Formula One Association and the Grand Prix International, but for the promoters to pursue the alternative suggested for the Grand Prix this year, will, if allowed to happen, create a precedent which I am sure will be to the detriment of the sport.

READING, BERKS.

P. H. GOODFELLOW.





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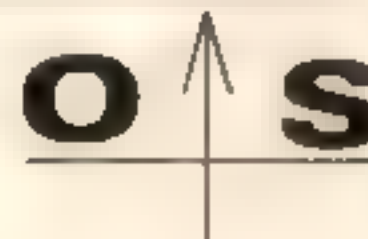
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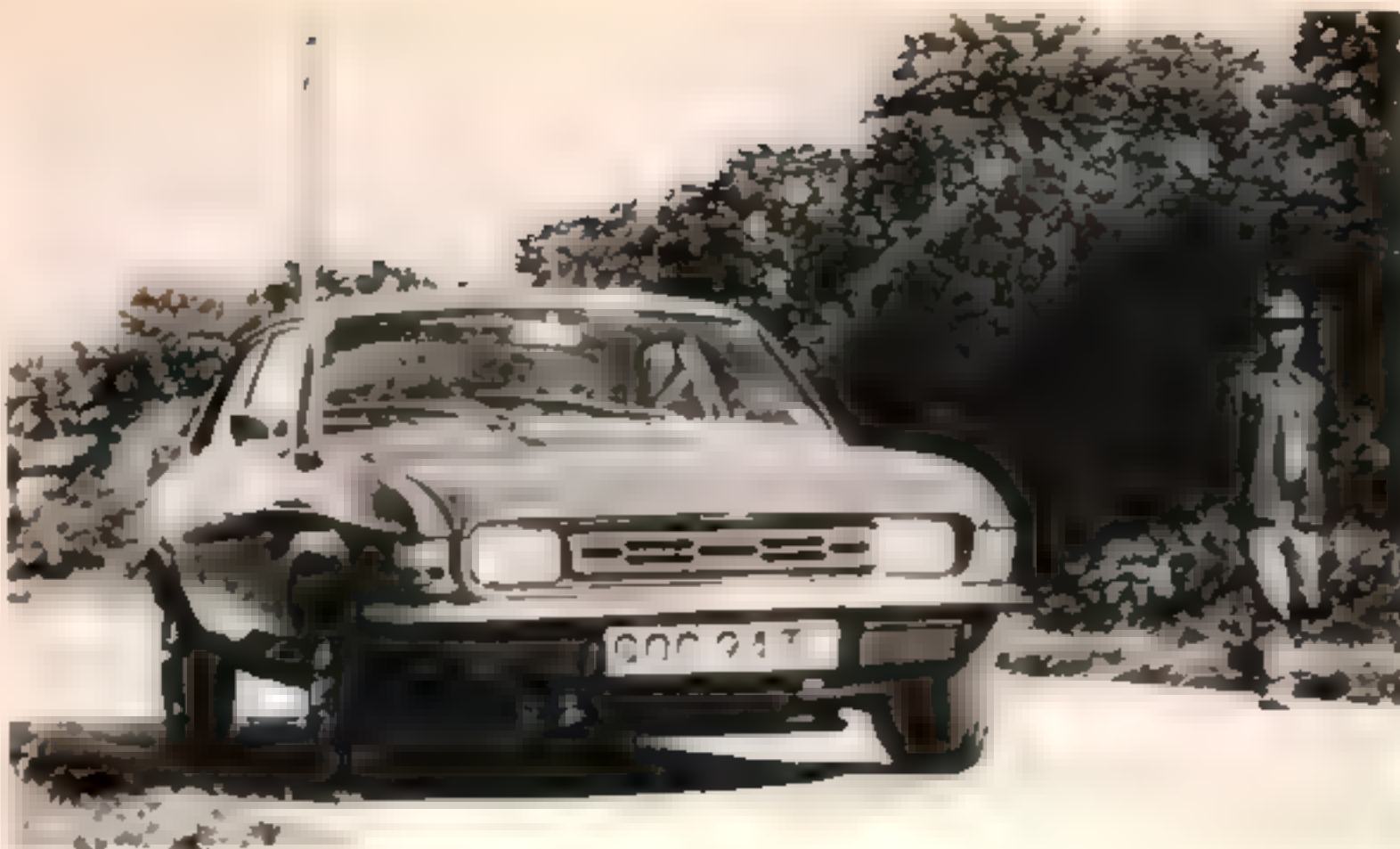
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A Spanish local walks by unconcerned about the new Allegro.

## INTRODUCING THE AUSTIN ALLEGRO

**RICHARD FEAST** drives British Leyland's answer to the small/medium car market

The launch of the Austin Allegro today (Thursday) represents a great deal in time and money for British Leyland. Four years from conception to construction, the ADO 67, as the project was known, has accounted for £21 million from the company's books. When a company spends money on this scale, they have to be certain of their market and the product. British Leyland are confident that the market is there, for research has shown them that small/medium car sales account for over 60 per cent of the British market. That is over 1 million units per year, and the trend is similar in Europe, where British Leyland are looking hard for exports. As for the product, most people were impressed when they drove it at the launch junket in Spain last February.

The Allegro, say British Leyland, will

augment the range, although its closeness in specification and price (between minus £1000 and plus £1300) to the 1100/1300 series would suggest that it is the eventual replacement. The main technical change over the 1100/1300 is in the suspension. The Allegro has Hydragas, a system designed by Moulton in conjunction with British Leyland and manufactured by Dunlop.

Basically similar to the Hydrolastic from which it was evolved, Hydragas units—one for each wheel—have a sealed bag of pressurised nitrogen to replace the thick rubbers which were the springing medium of the earlier type. Each unit is connected front to rear, and the makers claim a great reduction in pitch and increase in ride comfort. Certainly on the very rough roads bravely selected for the trials, the improvement was

instantly noticeable. The car's undoubted ability to soak up sizeable potholes was never at the expense of firmness and handling.

The front-engine, front-wheel-drive Allegro is powered by one of two basic units, the A-series of 1100 cc (49 bhp gross) and 1300 cc (58.7 bhp) and the newer, single overhead camshaft E-series of 1500 cc (72 bhp) and 1750 cc (80 bhp). Each engine has an alternator, and is linked to a front-mounted water radiator which has a thermostatically controlled fan. The bay for the transverse engine is enormous—room enough, it would seem, for the six-cylinder E-series or maybe even a V8 for the club racing boys. Such an engine compartment represents good news for the engine tuners, especially when it is considered that the Allegro weighs very little more than the 1100/1300. By deleting the subframes of the earlier model, it has been possible to keep the weight down to between 16 cwt and 18 cwt, depending upon the number of doors and goodies on the model.

The styling is "European," a smaller cross between the Maxi and the Marina Coupé. It's pleasant to look at, but has little to distinguish it from half a dozen of its rivals. It is available in two- or four-door variations, and is given an outward identity by grille variations. The boot is a useful 15 cu ft, and the 10½ gallon fuel tank is located out of harm's way between the rear wheels. The wheels, all equipped with radial ply tyres, are of 13 in diameter, and are fitted with disc front/drum rear brakes. Steering is by rack and pinion.

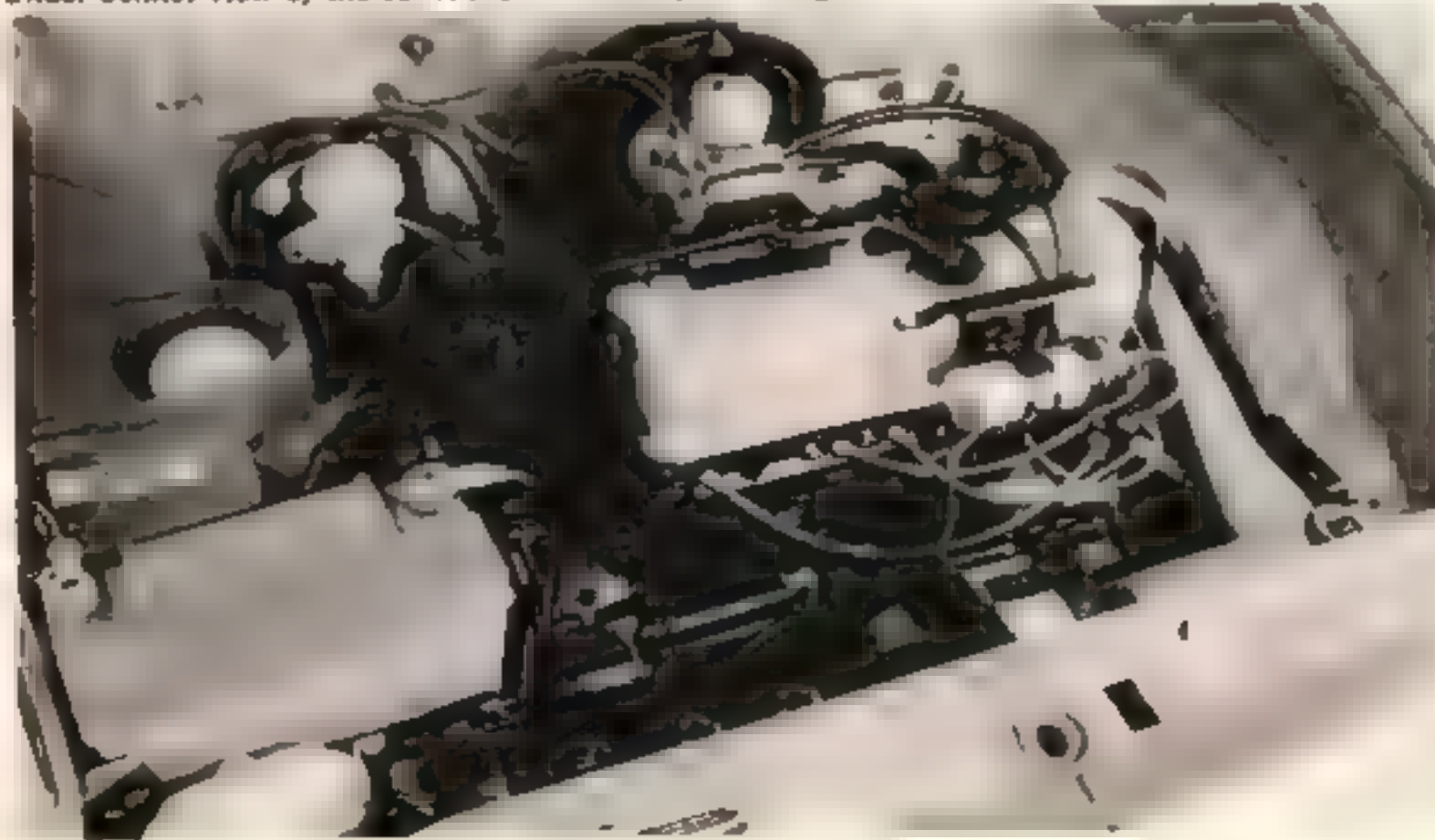
While the exterior styling is nicely plain and generally uncluttered, the interior is disappointing. The immediately noticeable aspect is the "square" steering wheel, or quartic as British Leyland call it. It's said to improve instrument vision, but looks more like a sales gimmick and will take the driver some time to familiarise himself with it. The improvement in driving position over earlier models, with a flatter steering wheel angle, is marked, but the instrumentation is fussy. The gearchange—five speeds on the bigger capacity models with rod mechanism like the later Maxi—is nicely positioned and idiot-proof.

The car's biggest plus points were undoubtedly its performance and handling. It's not a rorty racer, but it does have plenty of urge in a comparatively low weight chassis. Its chuckability and excellent manners over disastrous roads were very impressive. Whether the cars appear in competition, even in private hands, remains to be seen, but don't be surprised to see a few Allegros with modified engines and sump shields gracing our television screens on Saturday afternoons this winter.

There was just one puzzling aspect of an otherwise very enjoyable initial appraisal of the car. After a particularly nasty corner the steering wheel would return to centre with its normally horizontal spokes pointing at a jaunty angle. After another corner it would right itself, all of this with no discernable deterioration in the handling. Presumably the wheel is fixed on a splined boss, so how did it happen? It caused a few British Leyland heads to be scratched in Spain.

Prices range from £973.59 for the two-door 1100 to £1366.84 for the four-door 1750 Sport Special.

Under-bonnet view of the 1500/1750 version of the Allegro.



Hydragas rear suspension unit.





# Allegro

## The new driving force from Austin.

**Allegro introduces the world's first Hydragas<sup>®</sup> suspension, power from 1100 to 1750, a five speed gearbox on many models, twelve good looking cars to choose from—with prices starting below £1,000.**

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The unique Hydragas<sup>®</sup> suspension is a revolutionary system that rides on gas.

So it not only absorbs shock more comfortably, it gives Allegro far superior handling qualities to any other car in its price range.

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Couple that with the extra traction of frontwheel drive and you've got a car that's a pure delight to handle.

Safer too, on corners and wet roads.

You've also got a big power choice. The multi-million mile tested transverse engines come in 1100, 1300, 1500 and 1750 sizes. And each one has plenty of room around it for easy access and servicing.

All 1500 and 1750 models have a

standard 5-speed gearbox, a feature never before offered in a range of this type.

You get a thermostatically controlled electric cooling fan that aids engine efficiency. And we've included an alternator at no extra cost.

The carburettor is different.

It's designed to meter fuel more carefully so that more of it is burnt, less of it wasted in the exhaust.

And you get space, lots of it.

Room enough for five people and 15 cu. ft. of boot space.

All models have front disc brakes.

A Quartic steering wheel shaped to let you see your instruments more clearly and give you more positive control.

Anti-burst locks. Fresh-flow ventilation. Heated rear window. Electric washers. 2-speed wipers. Underbody protection with wax injection of sill members.

Hazard warning lights. Radial ply tyres.

And the 1500 Special and 1750 Sport Special give you vinyl roof, rear-seat centre arm-rest, console with clock, full carpeting and so on.

In total: Allegro is Austin at its best—a new driving force that out values any other British or foreign car you can buy.

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## MARTINI SUPERSPORTS PREVIEW

Britain's biggest sports car race at Silverstone this weekend—three turbocharged Porsches—Kauhsen out for hat-trick—top-line supporting races—rolling start for Group 1 race—International Atlantic race.



Helmut Kelleners' McLaren M20 virtually hides Leo Kinnunen's turbocharged Porsche. Both will be racing at Silverstone.

Following his wins in the first two rounds of the InterSerie Championship at Nurburgring and Imola, the little bearded German Willi Kauhsen hopes to score a hat-trick in the third round in this exciting sports car series at Silverstone this weekend.

Driving his yellow turbocharged Porsche 917/10, Kauhsen has to deal with two more turbocharged Porsches before scoring the hat-trick. Unfortunately the Rinzler Porsche was badly damaged by Follmer in testing so won't be there, so Kauhsen's main opposition comes from the winner of this race at Silverstone last year, the little Finn Leo Kinnunen who heads the entry in his Motorsport Club Stuttgart/Racing Team AAW turbocharged Porsche 917/10 while the third turbocharged Porsche is driven by German Georg Loos.

Two more Porsche 917/10s are included in the entry list, these two being unturbocharged. Willi Kauhsen's second car will be driven by Porsche Carrera expert Gunter Steckhoni. The other 917/10 is for German Ernst Kraus, while a Porsche Spyder will be handled by German Albert Pfuhl.

Porsches' main opposition comes from the ex-Denny Hulme CanAm McLaren M20, now driven very competently by German Helmut Kelleners, and fitted with an 8.3 McLaren Chevrolet engine. Another leading McLaren runner is Oulton F5000 winner, Belgian Teddy Pilette, whose VDS McLaren M8F uses a turbocharged Morand engine. Two McLaren M8Es are also entered, for Kaye Griffiths and Rolf Goetz and it is hoped Willie Green will drive the Georg Loos McLaren M8F. John Jordan's 7 litre club racing M8B complete the McLaren representation.

Three BRMs are expected to appear, two 8 litre P167s from David Hepworth Racing Organisation for Hepworth and probably Vern Schuppan, while Ed McDonough takes over Lol Hopkins' BRM P145/167. Stefan Sklenar's CanAm March 717 should appear and another "big banger" is Egmont Dursch's 7.8 litre Lola Special Four 2.8 litre Porsche-engined KMW Specials are entered for Harald Link, Hans Mueller-Perschl, Kurt Hild and Gerd Biechteler. The remaining entries come from Roger A St John Hart whose 5 litre Lola Aston Martin T70 reappears for Nick Cussons to drive, and Anthony Hutton's Gulf Mirage for himself or John Harper.

The race is run in two 35 lap parts and the turbocharged Porsches are expected to

reach speeds in excess of 200 mph in places, which means that the 135.96 mph outright and Formula 1 record may be in danger.

There's a superb programme of varied supporting races, headed by a round in the Yellow Pages International Formula Atlantic Championship, the first time Atlantics have been on the Silverstone Grand Prix circuit. All the front runners from the over 30 car entry are entered headed by Colin Vandervell and David Purley in Marches, Cyd Williams' Brabham BT40 and Tom Pryce's Royale. Other leading contenders are John Nicholson's Lyn-car, Bev Bond's new Lola T360, Peter Wardle and Bob Salisbury in Surtees, Ray Mallock and Jas Patterson in Marches, Stan Matthews' Ensign, John Lepp's Chevron, Chris Meek's Motul M1, John Wingfield's Brabham BT40 and Jim Murdoch's Tul. The Atlantic race is over 15 laps.

It's also the first time production saloons have raced on the Grand Prix circuit and qualifying still takes place in practice to sort out the 40 starters which will face the rolling start. There's a fabulous entry headed by Richard Lloyd and Les Leston in Camaros,

Tony Lanfranchi and Roger Bell in 3 litre BMWs, 3 litre Capris for Gordon Spice, Mike Crabtree, John Brindley, Mick Hill and Stuart Graham and the 2 litre Alfas for John Handley and Stan Clark. That's just in the big class. In the £1500 section, the Firenzas of Barrie Williams, Tim Stock and Denis Thorne face Scantlebury's Opel Ascona, Unett's works Hunter GLS and hordes of Mexicos. The two smallest classes are well-supported as well, with Ivan Dutton's Escort Sport and the Russian Moskviches facing their season-long competitors on new territory. The Castrol production saloon race completes the programme on Sunday.

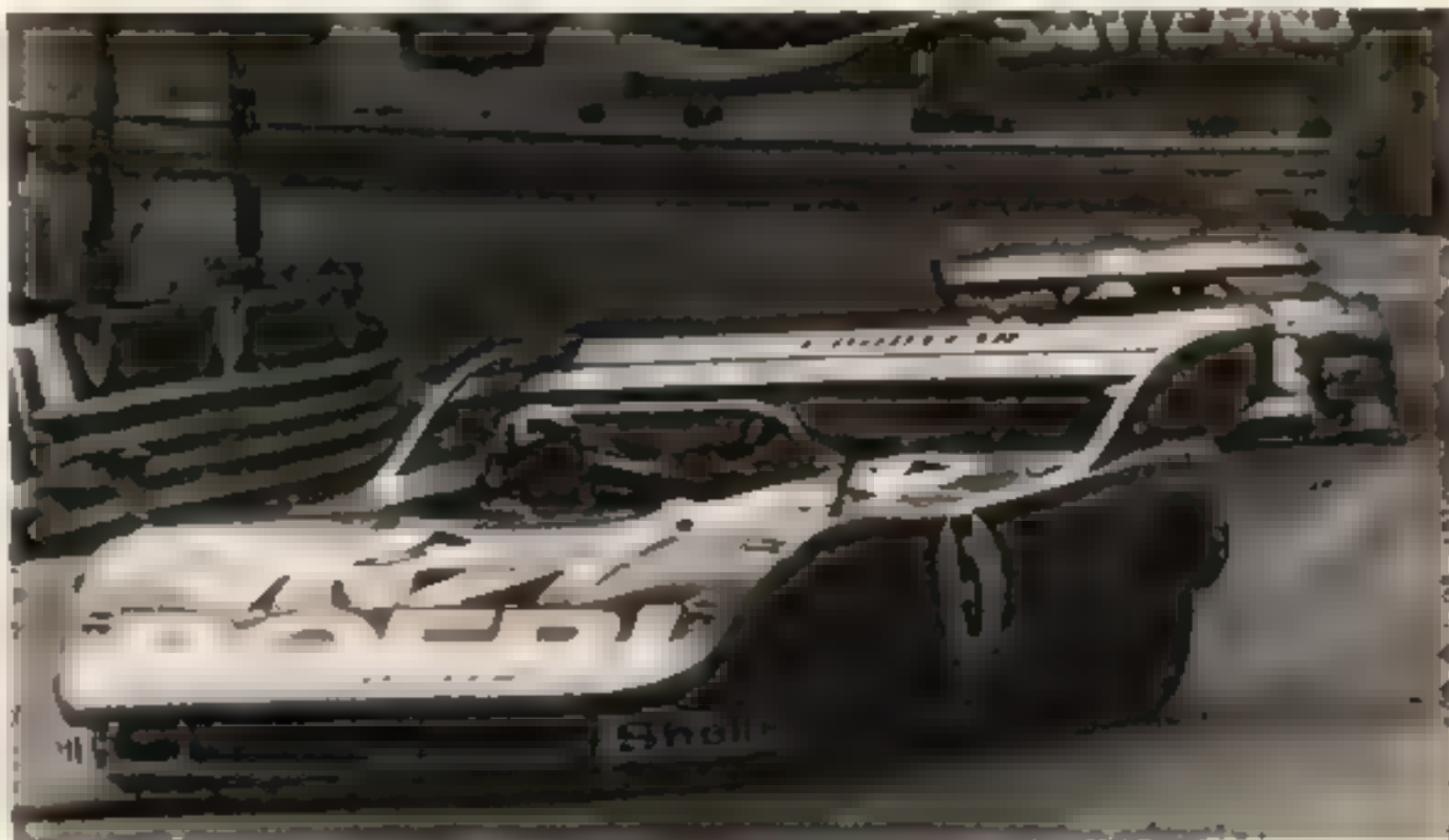
The JCB Historic Championship race has produced another magnificent array of cars, with Neil Corner expected to take maximum points in his 3 litre Acon Martin DBR4. Single-seater opposition features Maserati 250Fs for Willie Green, Cameron Millar and Alan Cottam, Ray Potter's Syracuse Connaught, John Roberts' Lotus 18, Hon Patrick Lindsay's Multi Union and a trio of Cooper-Bristols. The sports car contingent includes a number of Austons invited to take part, including Mike Salmon's Project 212 La Mans car. There's a couple of DBRs for John Davies and Brian Joscelyne (the latter's chassis no 4 having just been rebuilt by the works), but there is a vast array of Lister-Jaguars for Richard Bond, Nick Faure, Gordon Lee, Chris Warwick Drake, Anthony Hutton and John Harper, with Paul Weldon running his 5.3 litre Chevrolet powered Lister Three D-types including one for Martin Morris are also featured in this vast entry.

With two heats on the Saturday and the final opening the programme on Sunday, the STP Formula Ford contenders can be assured to give plenty of excitement. Familiar names include Patrick Neve, John Crowe, Donald Macleod, Dick Parsons, Derek Lawrence, Roger Bruce-White, Doug Bassett, Richard Hawkins and Richard Morgan. There's over 80 entries for the two Formula Ford heats.

**ROBERT FEARNALL**

MARTINI INTERNATIONAL TIMETABLE		
<b>SATURDAY MAY 19</b>		
<b>PRACTICE</b>		
Formula Ford Heat 1	9.00 am to 9.30 am	
Formula Ford Heat 2	9.45 am to 10.15 am	
Inter 2	10.30 am to 11.15 am	
Production Saloons	11.30 am to noon	
Two 500cc 1600cc		
Production Saloons	12.15 am to 12.45 pm	
Inter 2	1.45 pm to 2.15 pm	
Formula Atlantic	2.45 pm to 3.15 pm	
Inter 2	4.45 pm to 5.15 pm	
Inter 2	5.45 pm to 6.15 pm	
<b>RACING</b>		
Formula Ford Heat 1	7.45 pm	3.45 pm
Formula Ford Heat 2	7.45 pm	4.15 pm
<b>SUNDAY MAY 20</b>		
Inter 2	11.30 am to 11.45 am	
Formula Ford Heat 1	12.45 pm	12.00 pm
Inter 2	1.45 pm	1.00 pm
Inter 2	2.45 pm	2.15 pm
Formula Atlantic	3.45 pm	3.15 pm
Inter 2	4.45 pm	4.15 pm
Production Saloons	5.15 pm	5.30 pm

Ernst Kraus is proving a strong InterSerie contender in his non-turbocharged Porsche 917/10.





## Monica: a fast, four-door sporting car

Anglo-French collaboration is almost as old as the horseless carriage and one can remember many examples, such as the Talbot-Darracq and the Sizaire-Berwick, the Hotchkiss and the Marlborough. During the past five years or so, I have written occasionally of a new high-speed luxury car which has been taking shape through the combined efforts of M. Tastevin in France and Chris Lawrence in England. Recently, we have seen the results of their work at the motor shows and now I have actually driven the car.

The machine is called Monica, after the charming wife of M. Tastevin. It is entirely

different from the impractical toys for millionaires which I test from time to time, for although it is in the 150 mph bracket, it has a four-door body in which the rear passengers are as comfortable as those in front. The shape is very clean in the interest of minimum air drag, but the styling has dignity as well as dash. Naturally, the tail carries more than sufficient luggage for all the occupants.

There is, in fact, rather a shortage of 4-door cars in this exclusive category and the Monica is exceptional because it manages to combine a sporting look with ease of entry and interior space—this is something which even the Italians usually fail to do. The upholstery, the trim, and the instrumentation are all to a very high standard, while the equipment is lavish

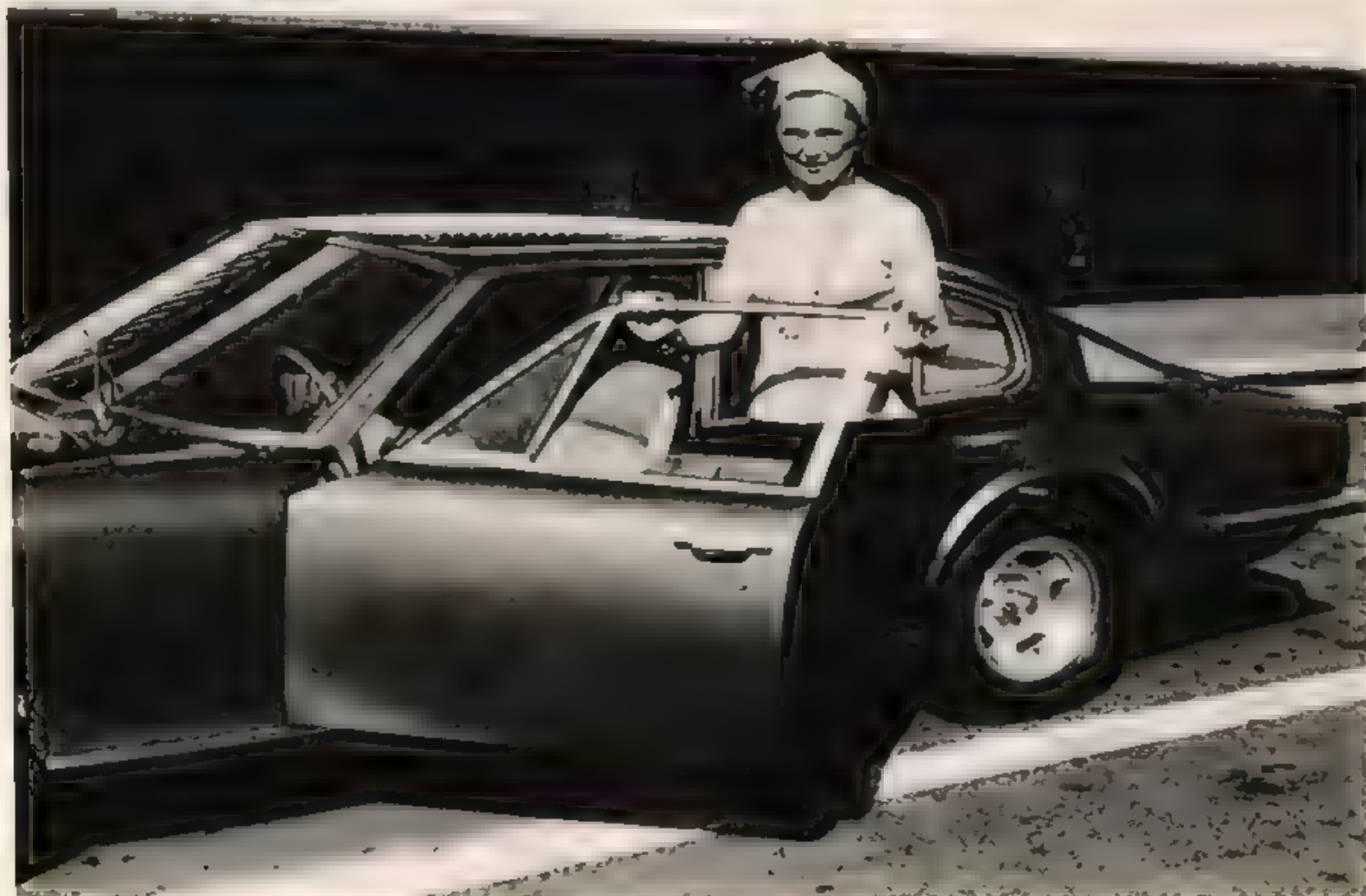
in the extreme, such things as electric buttons instead of interior door handles being found.

The basic structure is a separate steel chassis, constructed of multiple square-section tubes. It is, in effect, a space-frame of triangulated design with a central backbone, spreading out to form the front bulkhead and to carry the rear suspension mountings. The de Dion axle is on two pairs of leading arms with lateral location by Panhard rod, the spring damper units locating on the top cross tube of the rear bulkhead.

In front, there are wide-based lower wishbones and top links with inboard springs. The live stub-axes pass through the uprights and carry the ventilated brake discs well clear of any screening by the wheels, which are of bolt-on light-alloy type. At the rear, the brakes are inboard-mounted on either side of the hypoid final drive housing. The steering the well-known Advest rack and pinion with power assistance, specially

The engine was originally the Martin V8 of 3.5-litres but it was eventually decided to fit a considerably larger unit, so that the most lavish equipment could be installed without noticeably reducing the performance. A Chrysler V8 has therefore been adopted, of a new type which is light and compact by American standards. The engines fitted to the two test cars are of some 5.6 litres capacity, giving 290 bhp at 5400 rpm, but production units will be slightly larger at 5.9-litres, with an output of 300 bhp at 5000 rpm.

Monica Tastevin, after whom the Monica was named, stands by the car





# Road test

The engine is in unit with a ZF 5-speed gearbox having the latest light-alloy casing, there is a short, central lever mounted on top. This has the usual ZF gate pattern with first away to the left and back. The final drive ratio is 3.31 to 1 which, in conjunction with the overdrive fifth speed of 0.845 to 1 gives 27 mph per 1000 rpm.

The cars are built at Balbigny, where M. Tastevin's firm, the Campagne Française des Produits Métallurgiques, makes railway rolling stock. His great passion is high-performance cars and so he has chosen this field when wishing to diversify his production. As the Monica will definitely go on the market at the time of the Paris show, he decided that it was time to let a few of us handle the prototypes and accordingly he hired the Paul Ricard circuit for a day of serious testing.

With its long, low look, the Monica is an attractive car. The exhaust system has been contrived to reduce the V8 "beat" and there is just a suggestion of power in the sound as the machine goes speeding past. Inside, the sound level is agreeably low, though there is a little wind noise at present round the window seats. The seats can be adjusted in every direction and I was able to find a very comfortable position.

The clutch has a strong spring pressure but copes easily with the power and the acceleration is really impressive. The gear ratios are sufficiently close to be very useful on a racing circuit and though the gear-lever is a bit vague and floppy at the moment, stronger locating springs will put this right. As the engine evidently has a very flat power curve, it hardly matters at what speed one changes up and there is no point in over-revving. Along the back straight at Paul Ricard, I reached 120 mph before shutting off, whether I changed into fifth at 4000 or 5000 rpm.

By any standards, the ride is excellent and the roadholding superb. Of course, I have yet to try the car on really bad roads, but it handles splendidly on a racing circuit. All four wheels seem to be doing equal work on a corner and it is possible to put on quite a lot of urge without running too wide. The power-assistance of the steering has a sensible setting, being useful for parking but almost inoperative at speed, so there is plenty of feel at the steering wheel. The brakes could have done with a bit more power for emergencies, I thought.

Circuit tests are of limited value and I shall learn much more about the Monica when I try it on the road. Nevertheless, the trip to Paul Ricard Circuit was abundantly worthwhile and I am sure that, by the time the lucky customers are signing their cheques, Chris Lawrence and his team will have ironed out the few remaining imperfections. A speed of 150 mph is claimed and if the production engine does give 300 bhp, this should just about be possible with such a well-profiled body.

## SPECIFICATION AND PERFORMANCE DATA

Car named Monica 4-door 4-seater saloon  
Engine: Chrysler V8 5.9 litre Compression ratio 8.5 to 1  
300 bhp at 5300 rpm Pushrod-actuated overhead valves Carter 4-barrel carburettor

Transmission 5-speed dry-sump clutch ZF 5-speed 4.15 to 1 mesh gearbox with central change ratio 0.845 to 1 1st 1.78 and 2nd 1.71 to 1 Hypoid final drive ratio 3.31 to 1

Chassis Space frame constructed of square-section steel tube with separate body panels Independent front suspension by wishbones with double coil springs and telescopic dampers. Adjust power-assisted rack and pinion steering. On On car with twin leading arms each side and Parhard rod on the trailing and telescopic dampers. Power-assisted disc brakes all round. One at rear. Bolden 1981 alloy wheels fitted 235/70 VR 14 tyres

Equipment 12 volt lighting and starting with alternator and concealed dual-line headlamps. Full instrumentation. Heat 3 demisting, vent, air, and air cond. heating system with heated rear window. Wind screen wipers and washers with 2 speeds and variable delay. Reversing gear. Flashing 4 alarm and colour. Rad o/d track stereo with distance microphone

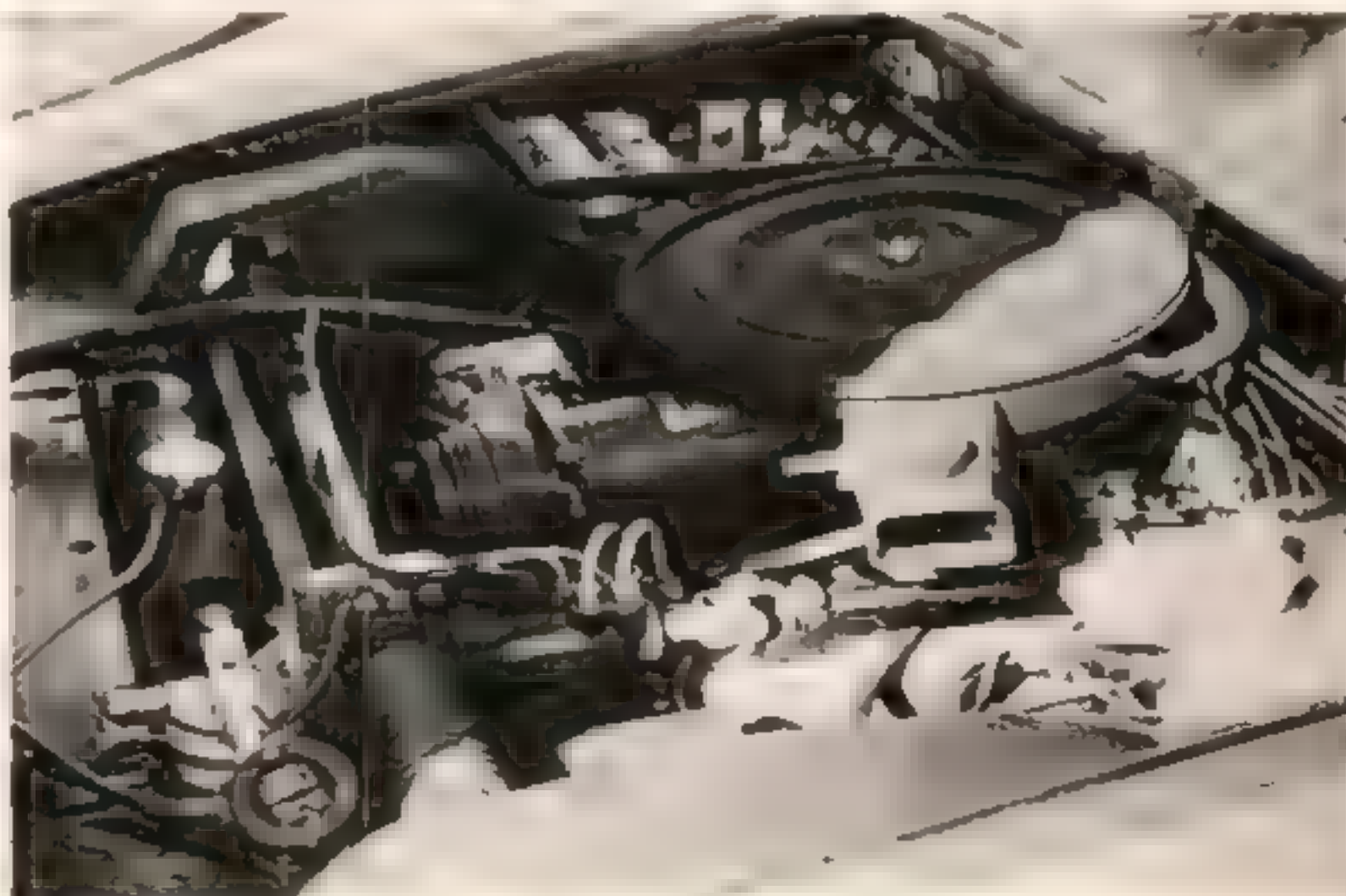
Dimensions Wheelbase 91 1/2 in. Track 56 in. Overall length 141 1/2 in. Width 56 1/2 in. Dry weight 3430 lb  
Performance Claimed maximum speed 150 mph



The upholstery, trim and instrumentation are to a very high standard.



The Monica combines a sporting image and four doors (above). The 5.9 Chrysler V8 engine, 5.6 litre units will be used in production cars (below).





Last year's Group 2 Saloon Championship, as you may recall, was a real whitewash job by Team Castrol. We provided all the Class winners and the overall winner—and it could turn out to be pretty much the same this year.

For a start there'll be nearly 30 Team Castrol members competing. And that includes virtually all the top racers. Like Bill McGovern, for instance.

Bill will be out to take his Chrysler Imp to its fourth overall win. Mind you, Frank Gardner now has a bigger, faster, lighter SE A Chevrolet Camaro Z28. So he'll be looking for something more than just another Class win. And very close to him will be Brian Muir.

Because 350 bhp from his new Alpina BMW CSL Coupe should make Brian a lot more competitive this season.

But the real secret of success in a long series like this is consistency. And that's why the top racers choose Castrol oils and greases. By using them, friction levels are reduced to a point at which wear rates are dramatically low. So, even under the tremendous strains of Group 2 Saloon racing, a car will stay at its peak longer.

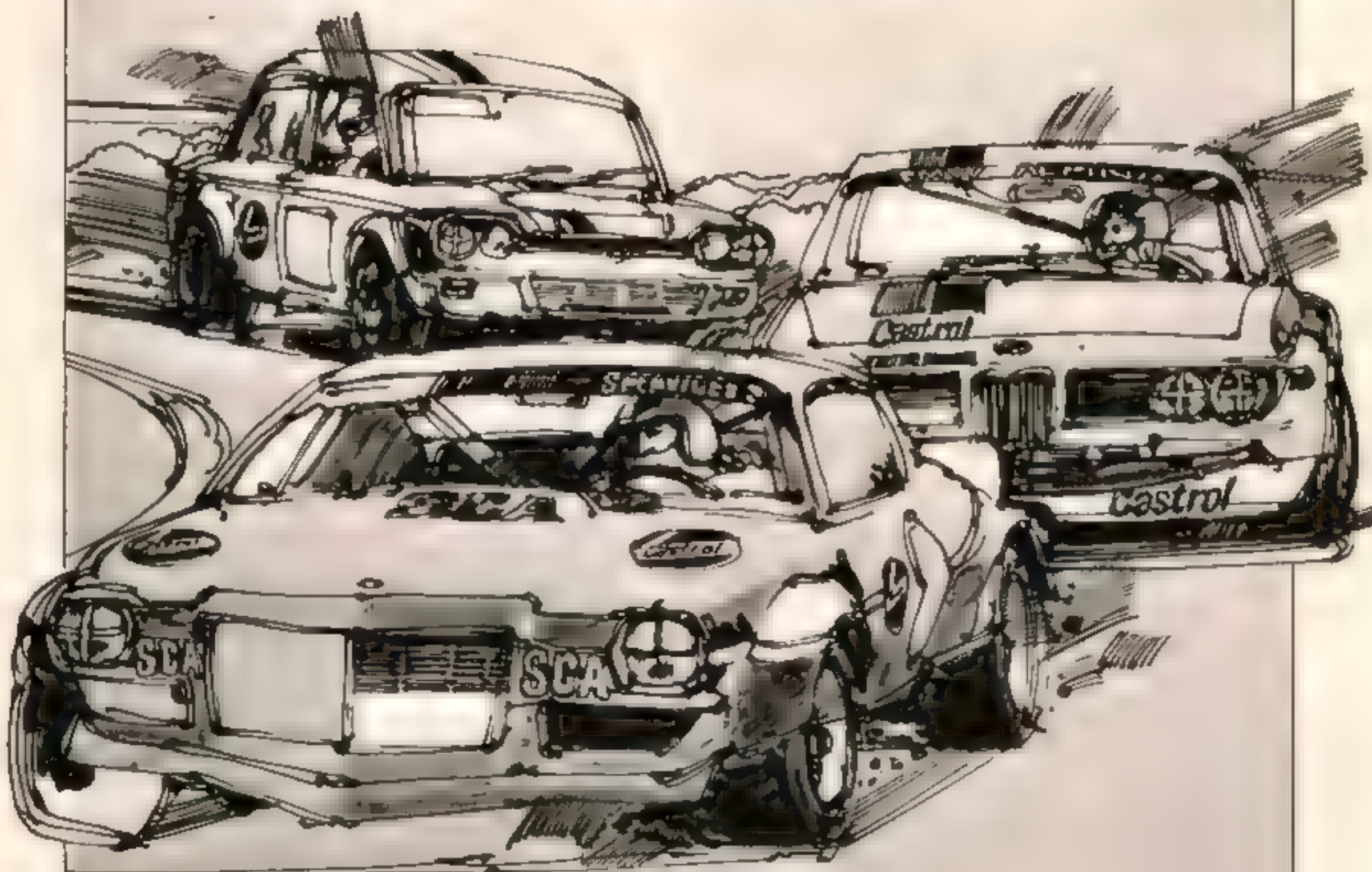
And a car that can stay at the top comes out on top.

The next Group 2 race you're at, keep an eye on the Team Castrol team. Remember there's very little friction between them.

**Put heart in your car  
with Castrol GTX.  
The high performer.**



**There's very little friction  
between the top Group 2 racers.**



More British motorists choose Castrol than any other oil



## Purely personal



**"There are hosts of lessons that competition in a road rally series can usefully offer to stage competitors"**

Life is full of surprises. To me the surprise of the year was an invitation to write a "Purely personal" page from Richard Feast, so surprising in fact that I really wondered whether it was the wine which dulled my understanding. I mean, he must have realised that it would be pretty biased towards rallying, if he meant this article to come about? Richard is remarkably appreciative about many facets of rallying, even venturing half way up Scotland to record for our pages the happenings on one National, though the offer of a drive there in a GT40 must have encouraged him. And special stage rallying is the sort of rallying which Autosport, through his official guidance, is anxious to assist. The national series last year was one with which Autosport enjoyed being connected, and if the Esso/BTRDA series succeeds in the way it promises it seems that we can look forward to quite a lot more coverage.

What, however, about road rallying? I sometimes worry what Autosport thinks about this side of rallying, for every time I plead for an extra half-column for a C/MN report there is pressure on space from advertisements, there is a Formula Ford event in the Antarctic, or when there is no other excuse, it appears that my demands will mean a reduction in the size of Special Stage! I have been involved in road rallying on a national level for the past nine seasons. It is quite the most enjoyable sport that I have sampled, certainly from the position of a navigator. I do not say that there is nothing I enjoy more. I would rather do one special stage with Roger Clark (hint) than 10 selectives with Will Sparrow (no chance!), but all the same when it comes to being made to feel useful, there is little to compare with a few good C/MN positions in the past.

Road rallying suffers from being basically difficult for an outsider to understand. It sounds dangerous to the point of stupidity, and I suspect this is why Autosport has one page for a report on the Red Dragon and two

for the Tour of Dean. But when you find out more, you realise that leading rallies are organised and contended by mature people, who are mindful more than anything else that their own behaviour dictates the future. When you know the people concerned, you know this is the case. If the common ideas were realistic, Murr Biddall's would be out of business. Hello! I see they've changed their name to C. T. Bowring (London) Ltd. Seriously, road rallying lives under a permanent cloud of misunderstanding, and this misunderstanding exists at decision-making levels, which is a dangerous state of affairs. Fortunately, however, rallymen seem to be resourceful as well as mature, and so we still have rallying on the road, despite all the obstacles.

### DOWN WITH NAVIGATORS!

The reason I hesitate to mention the names of navigators in reports on rallies is that the names of navigators are by-and-large the least important facts. Space is limited, however many pages you are invited to fill, and reports can mention more important facts if the names of navigators are omitted. If the crew is successful, you will find the names of navigators in miniature type in the results column. If the crew is not, then the navigator hardly deserves a mention anyway. Perhaps I am off plot, but in my little mind the driver is the man that rallying is going to bankrupt, the sponsor is the man who will delay the bankruptcy, and the car provides the technical interest which lures the commercial and trade involvement which again delays the trip to Carey Street. Me? Me and my mates go on for years and years with hardly a care in the world.

One of my pet hates is hearing of navigators feeling old and wanting to give it up. Navigators are able to provide a common strength to the sport which drivers with money to spend need more than any demon tweak to their engines. Navigators have seen the mistakes of generations of drivers, and a few rallies with people like John Brown or Barry Hughes will guarantee to set a young and eager driver on the path which avoids the senseless tactical errors. A feature of rallying is the lack of general knowledge. The sport seems to take one step back to every two steps forward. Few drivers know the lessons from the past, and it is only an experienced navigator that can force the sport along.

When you are on the rally, however, experience does not come to be such a help. Following routes on Ordnance Survey maps, or timing your driver over stages are arts which are acquired within a reasonably short time. Once upon a time things were otherwise. When the MN championship was in

its infancy your knowledge of a map was one of the most important requisites. Every now and again you will have Keith Wood pulling a daring piece of back-tracking out of the bag and provide a stunning win for his driver, but this sort of thing apart, navigators on an event are either competent or not, and the results will show this. So that, dear readers, is why the navigator gets less than might appear to be his fair rewards.

### STAGE RALLY NAVIGATING

The chance to enter a national or international rally with a really good driver is, to me, like a reward for a second eleven cricketer when the first eleven has a vacancy. A sort of delightful holiday. There are hosts of lessons that competition in a road rally series can usefully offer to stage event competitors, few of which will save many seconds, but most of which will give a driver greater value for his money.

One of a navigator's most important features is organisation. Right from the moment that you enter the rally and supply copies of cuttings from write-ups of earlier events, through keeping copies of your instructions to service crews to issuing press releases to would-be sponsors and local papers after the event, there are ways you can endear yourself to your driver. You have probably noticed that most of the world's best navigators wear spectacles, but another fact is that a large number seek rallying as relief from their desk-bound occupations, and this opens up opportunities that few drivers have. Organisation is an essential quality for any successful co-driver, and this is something you must examine if you want a seat with the leading men of the day.

The Esso BTRDA series is one of the best things that has happened to rallying for as long as I can recall. Up to this year we have seen a motley collection of day-stage events trying independently to mature, and seldom having the chance of learning from the experiences of other rallies. Organisation on the part of navigators will still be an asset on these events, but more than ever these events will concentrate emphasis on the driver's skills and his aptitude in car preparation. With the co-ordination that a championship offers, the money that commercial interest provides and the publicity a successful series attracts, stage rallying now has a Formula 2 of its own. At the expense of talking myself and my fellow mapminders out of a job, it must be good.

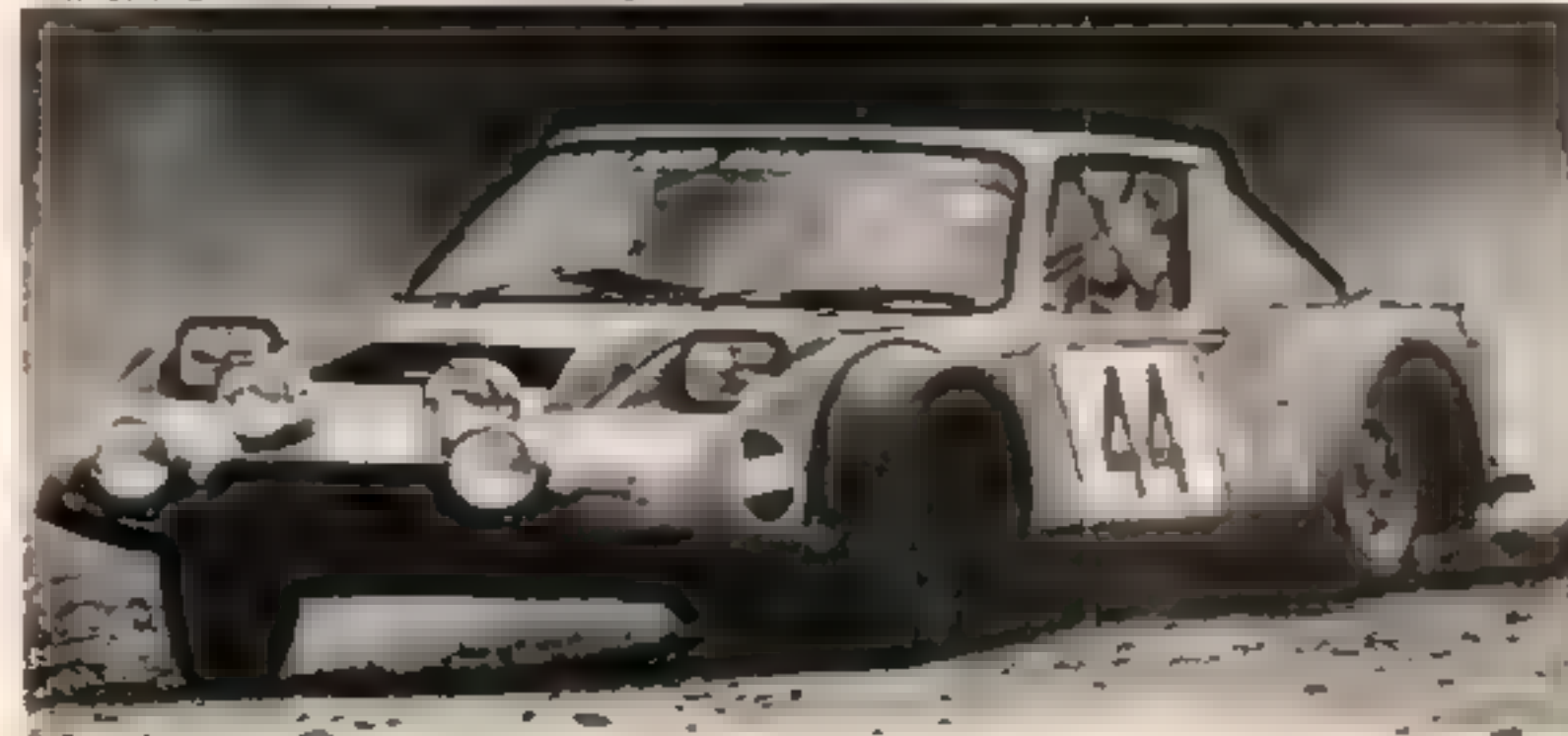
### CLAN PSYCHOLOGY

Considerations of accusations of bias have stemmed my desire to write at length inducing boredom on the subject of the little Clan Crusader car that Alan Conley and I use on the C/MN series this year. This little weapon to my mind is the sort of sports car that the manufacturers should have been making five to ten years ago, but never had the gumption to do. On the road it is an exciting little car, probably more practical than most, but nevertheless only one of a series of cars of similar specification.

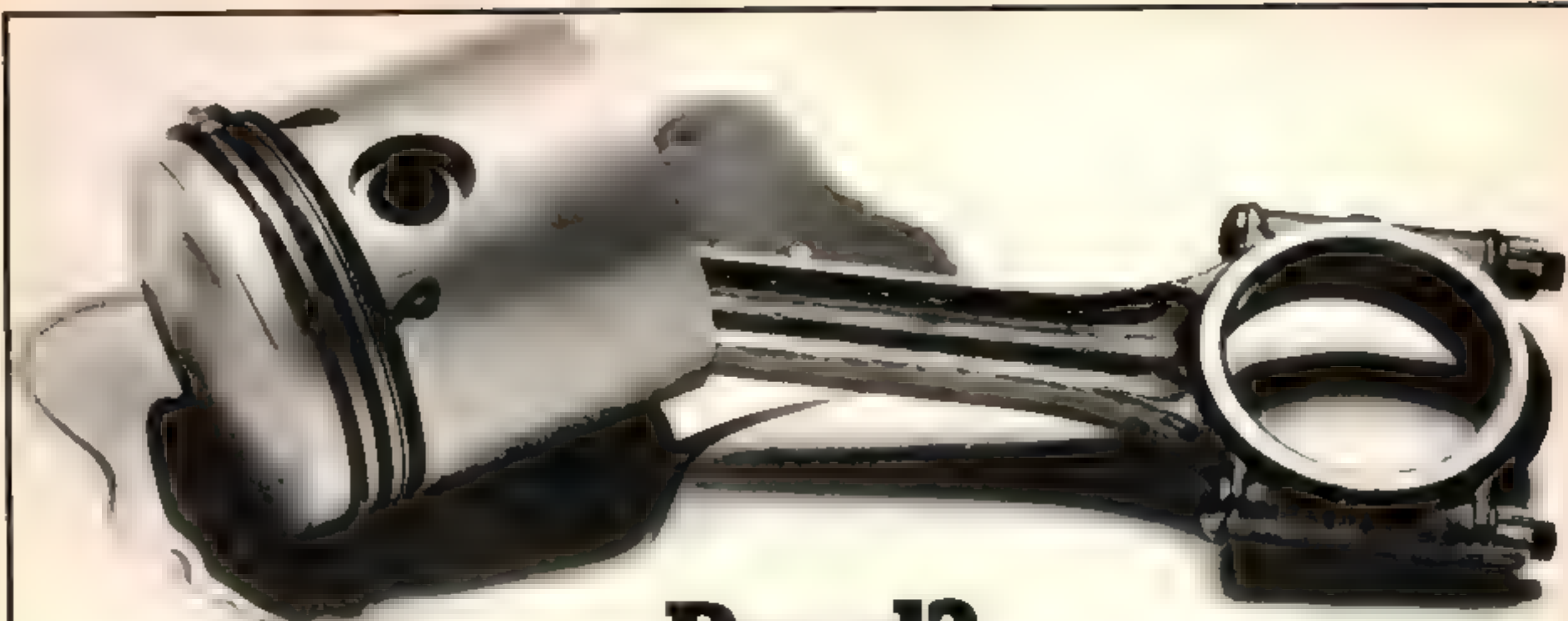
The competition programme at Clans got off the ground when Andy Dawson drove an intermediate model to second place on the Manx. The vehicle was never designed for competition and the Manx result in retrospect must have been something of a lucky break. Certainly if Dawson had suffered a bad run, I do not reckon there would have been half the current interest in rallies that we have at Washington at the moment. The Clan has done wonders for the C/MN series. It is not the only fresh face in the series, for we have the powerful DTV competition gaining a lot of attention, but it is the one rally followers wanted. It represents change and excitement.

**MARTIN HOLMES**

*"The Clan Crusader has done wonders for the C/MN series."*







## Dead?

Have they killed the piston?  
On 20 May The Sunday Times Business News starts a three-part investigation into the new forms of motive power for the motor car. And the billions of dollars currently being

spent on the search for a propulsion winner: Wankel rotary-gas turbine-or electric? Find out this Sunday in  
**THE SUNDAY TIMES**

## Take a spin to Brands Hatch



## for FordSport Day

for a programme of FordSport style action and entertainment.

Remember the tremendous all-star Consul race at the Race of Champions?

This time it's the racing drivers versus the rally drivers doing it out for the Daily Mail Trophy in identical Ford Consuls which should settle a few of those arguments on the difference in driving styles and capabilities. Or will it? We shall see!

Other events include fantastic entries for the Yellow Pages Formula Atlantic International Championship Race, the Formula Ford Race and the second round of the 1973 Motorcraft Mexico Challenge with an exciting handicap race for the Rallye Sport Trophy and a Ford (SHELLSPORT) Mexico Race to round off the day.

Don't miss the free fall parachute display, the GT40 Concours d'Elegance, The Competition Clinic and demonstrations of Midget Cars, the Canadian Autocircus and a 27-litre Rolls-Royce!

A day of exciting racing and family entertainment with drivers of Ford Cars admitted free (only passengers pay).

Reserved enclosures: Adults 80p, Children 30p.  
Stands and Paddock 50p each extra. Parking Free.  
Practice from 9 a.m.

**FordSport Day and Car Races**  
**Brands Hatch, Sunday, May 27th**  
**2.30 p.m. start**

organised by the BRSCC.

*The promoters reserve the right without notice to make any alteration to the programme.*



## ENTRY & PRACTICE

History was being made at Oulton Park last weekend. Thanks to the efforts of Rex Foster, for the first time in its 20 years' existence as a race track a meeting was held on a Sunday. As one of the restrictions imposed was that no engines could be started until 1.45 pm, practice was organised on Saturday, along with the Castrol Production Saloon Car Championship race (so as not to have a clash with Sunday's Britax event at Silverstone).

Despite one or two important absentees, a full field of 21 cars practised. Gils van Lennep was racing in the Targa Florio so his place in the Shell Sport Luxembourg Lola T330 was taken by Clive Santo. Graham McRae was busy qualifying at Indianapolis, so the Iberia McRae GM1 was missing (it is being modified and could not be raced by anyone else). Alan Rollinson had his McRae GM1 in pieces for major modifications and decided not to rush to reassemble it; he will test it thoroughly before Mallory Park.

Newcomers to the F5000 scene were Clive Baker's March 73A, complete with fuel-injected Bolthoff mill; Chris Craft in Teddy Pilette's 1972 car, the McLaren M22; and Kaye Griffiths who made an F5000 comeback after two years' absence with Eve Escort sponsorship for the Kitchmac.

Pole position was stolen by Tony Dean in the morning session, the Yorkshireman breaking the outright and F5000 records with a cracking 1 m 24.0 s, 0.4 s under Hulme's F1 time. Beside Dean's Chevron B24 on the two-by-two grid was Keith Holland in the Ian Ward Racing Trojan T101 with 1 m 24.4 s; Keith pressed on in his inimitable style, surviving an enormous spin at Lodge which took him within a whisker of the Armco. A very satisfied third quickest was Bob Evans in Alan McKechnie's STP Trojan T101; with the advantage of a Smith mill and a sorted car following some testing Bob lapped in 1 m 24.6 s. Two-fifths-of-a-second slower was Peter Gethin who depulized for Bobby Brown in the second Anglo-American Racing Team Chevron B24; the former F5000 king would undoubtedly have lapped quicker if the crankshaft damper hadn't let go and caused damage to the tub, suspension and engine which meant an all-nighter at the factory.

Teddy Pilette took the VDS Chevron B24 around in 1 m 25.2 s, while two runners achieved 1 m 26.0 s but were destined not to start. On Saturday afternoon Brett Lunger destroyed Syd Taylor's Trojan T101 at Druids, while during Sunday's warm-up session in the wet Guy Edwards went off at Esso and damaged the front end of the Barclays Lola T330 beyond immediate repair. Lunger, whose Trojan sported several front-end mods including a shorter nose, tried a wide line, spun and struck the Armco an almighty blow which severely damaged the front, the rear wing and the tub, and removed a wheel.

Others in trouble included David Oxtan whose rebuilt Begg FMS broke a wishbone but halted without hitting anything. Tom Belso was unable to practise the second Shell Sport Luxembourg Lola T330 as a cracked block was discovered; an RES engine was borrowed from Alan Brodie and fitted in time for Sunday's warm-up session. Ian Ashley was also unable to practise in the official sessions; the team's new Smith engine took a while to fit due to installation problems and Ian was not ready until the closing minutes of the second session. However, someone slammed the paddock gate shut on the Lola and damaged its nose section! (There were, in fact, many complaints from competitors about over-zealous officials who tended to treat competitors as naughty school children).

Steve Thompson was back on the fourth row after the rear brakes sheared off early in practice; the Servis Chevron B24 was rushed back to the factory for repairs. Kaye Griffiths' return to F5000 lasted six laps before a head cracked, causing engine damage which rendered the Kitchmac a non-starter. John Bowtell's Rover-engined McLaren



Teddy Pilette scored a runaway win with the VDS Chevron in the Rothmans F5000 round.

## OULTON PARK

# Chevron—Chevron—Chevron!

By MIKE KETTLEWELL and ROBERT FEARNALL

Pictures by PETER McFADYEN

Teddy Pilette drove the race of his life to conquer all the Formula 5000 games at Oulton Park on Sunday. His Racing Team VDS Chevron B24 walked away with the race, and such was Pilette's domination for much of the race his lead increased by no less than 3 s per lap. Chevrons dominated the entire race, Peter Gethin and Steve Thompson taking the second and third places and Tony Dean the fifth despite a sick engine. Bob Evans' Trojan broke the Chevron domination after a superb drive by Bob in to fourth place.

As with many F5000 rounds this year, the weather played its part. The leading lights were on wet-weather equipment, although but for a spin and a pit-stop Keith Holland may well have won the race in his Trojan T101. Keith spun on the second lap, resumed, but had to stop to sweep the dandelions out of the radiator; he lost further time at the end of the pit road waiting for the traffic to clear and then stormed back into the running with such force that he overtook every remaining runner at least once, unlapping leader Pilette on the very last lap to claim sixth place. Holland's brave drive earned him the BP Man of the Meeting award plus the fastest lap. Holland was using specially grooved slick tyres.

Although Pilette walked away with the race, it was by no means dull. As with other Rothmans European Championship races this year, there was more than enough action all through the field to make it a thoroughly worthwhile 27-lap event. Such is the competitiveness of Formula 5000 this year that the sixth round of the championship produced the sixth winner. Steve Thompson still leads the Rothmans points chase with 72 points with Tony Dean second on 43, Brett Lunger third on 38 and Peter Gethin fourth on 45. Who dares to predict a winner yet? In the entrants' section Anglo-American Racing Team lead Servis Appliances Racing Team by a mere point, 55 to 54.

M10A/B raced by courtesy of Oulton Park's Rex Foster who lent the team a set of head gaskets from his road car!

Tony Dean Chevron B24 1 m 24.0 s	Keith Holland Trojan T101 1 m 24.4 s
Bob Evans Trojan T101 1 m 24.6 s	Peter Gethin Chevron B24 1 m 25.0 s
Teddy Pilette Chevron B24 1 m 25.2 s	Clive Santo Lola T330 1 m 26.0 s
Steve Thompson Chevron B24 1 m 26.0 s	John Trimmer McLaren M28A 1 m 31.8 s
Guy Edwards Begg FMS 1 m 26.8 s	John Russell McRae GM1 1 m 34.8 s
Chris Craft McLaren M22 1 m 33.8 s	David W. Od McLaren M10A 1 m 43.8 s
Clive Baker March 73A 1 m 42.0 s	John Bowtell McLaren M10A/B 1 m 48.0 s
Colin Hyams Lola T330 1 m 48.0 s	Ian Ashley Lola T330 no time +10 s
Tom Begg Lola T330 no time +10 s	no time +10 s
Old seat start Guy Edwards (Lola T330) 1 m 26.0 s Brett Lunger Trojan T101 1 m 26.0 s Kay Grif Kings Kitchmac 1 m 42.8 s Chris Shaw (Lola T330) 2 m 04 s	

## RACE

The track was damp for the start of the 27-lapper and as it was still drizzling all of the major runners bar one elected to use wet-

weather tyres. Odd man out was Keith Holland who had specially grooved slicks à la McRae at Mallory Park. There was drama on the grid when pole-man Dean arrived with his Morand chiming on only seven cylinders, a plug change remedied the situation.

The start was dramatic. Dean rocketed away ahead of Holland, Evans, Gethin and Pilette into Old Hall; Evans did a tyre-burning wheelie which blinded those behind, notably Thompson who hesitated slightly but still led the remainder of the field in sixth place. After one lap Dean appeared with a lead of 3.8 s. Holland was next, then Pilette, Evans and, side by side, Gethin and Thompson. Russell's McRae made a meteoric start in seventh place ahead of Oxtan, Santo, Hyams and the rest.

Holland spun at Esso on lap 2, continuing in 13th place with the Trojan's nose full of weeds, so Dean's lead at the end of the lap was a fantastic 8 s. It was not to last. Dean's engine lapsed back on to seven pots and Pilette began to close. Gethin remained third with Thompson a close fourth, Evans an excellent fifth and Russell sixth. Charging through from the back was Belso, making up for his 10 s delayed start, and Holland after his spin. Down the field Baker spun at Esso and damaged the nose of his new, unsorted March; he arrived at the pits to



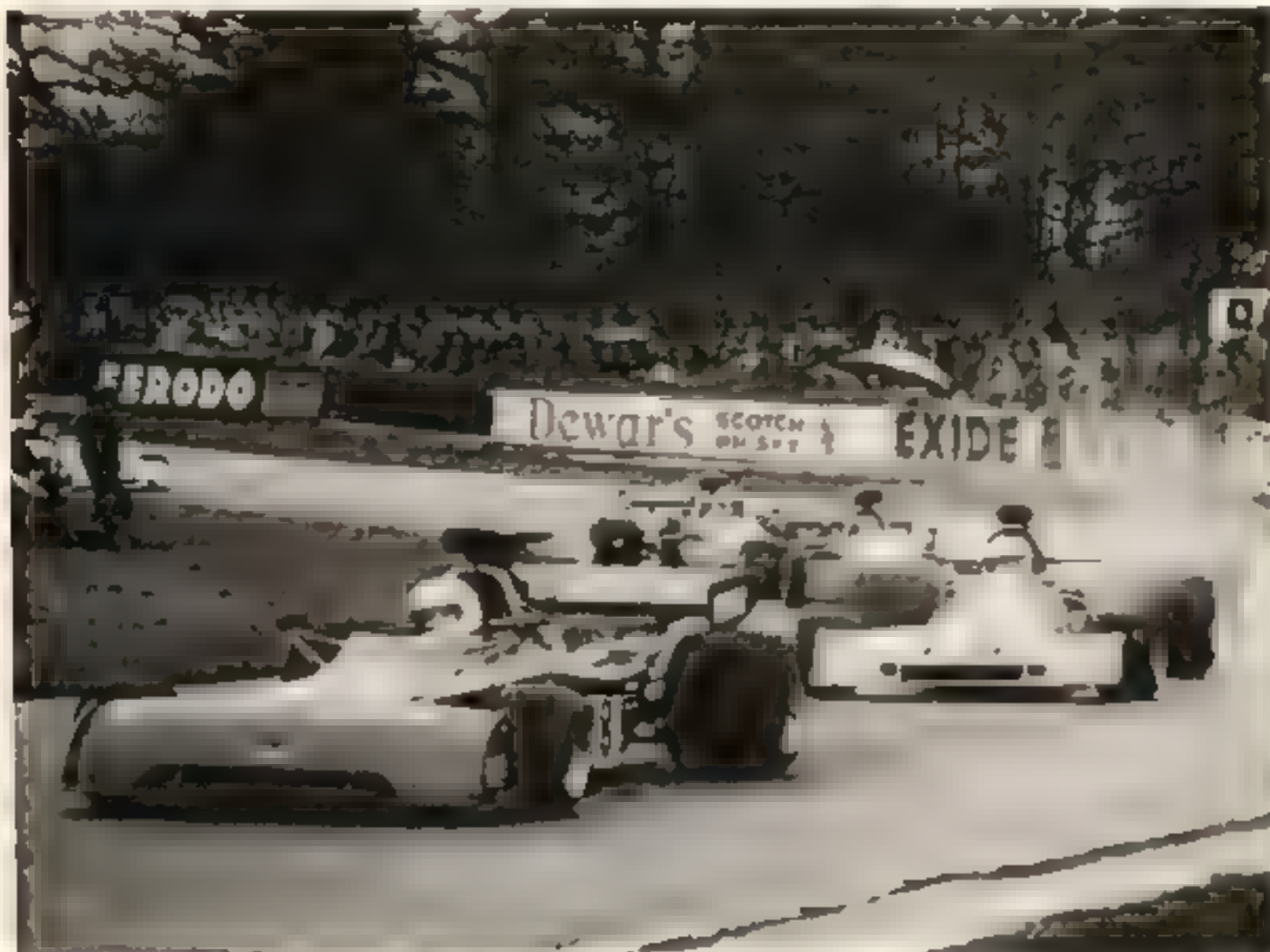
fix the nose, but it promptly blew off at speed the next lap, causing an anxious moment. After a few laps minus the nose Baker retired with a sticking throttle.

After six laps Dean's lead was down to 2.6 s. He tried to make up for the lack of a cylinder by driving harder, but spun sideways across the track in front of Pilette at Old Hall and lost the lead to the Belgian. Dean resumed second, but by driving harder began to wear out his tyres on the slightly damp

track and had to ease off. Pilette, however, was going great guns. He increased his lead by 3 s per lap, driving beautifully. Dean fell back into the clutches of Gethin (also with tyre problems) with Thompson a close fourth. Evans fifth and Belso sixth. Holland had working his way up to eighth place, but then stopped to have the muck removed from the nose of the car as the engine was overheating; the track was busy as he went to re-enter and the pit marshal held Holland

back for a long while. Holland continued in 14th place, almost two laps behind. However, he was in fighting form and was by far the fastest car on the track, setting the day's best lap of 1 m 29.2 s, 111.43 mph.

By half-distance, 14 laps, Pilette's lead was 34 s. Gethin was now second while Dean was about to lose third place to Thompson. Evans, Belso, Russell and Oxtan were the only remaining runners unslapped. Trimmer was ninth in the Portobello Inn McLaren M18A, Santo an unhappy 10th (he was to stop to complain about the handling) and then Craft, Holland, Hyams, Ashley, Wood and Bowtell.



The start of Sunday racing at Oulton and the start of a great F5000 race—at Old Hall Dean leads Holland, Evans (hidden), Gethin and Pilette (above). A fantastic finish for second place with Gethin barely leading Thompson across the line (below).



Stars of the thrilling F5000 race: winner Teddy Pilette (left) and BP Man of Meeting Keith Holland (right).

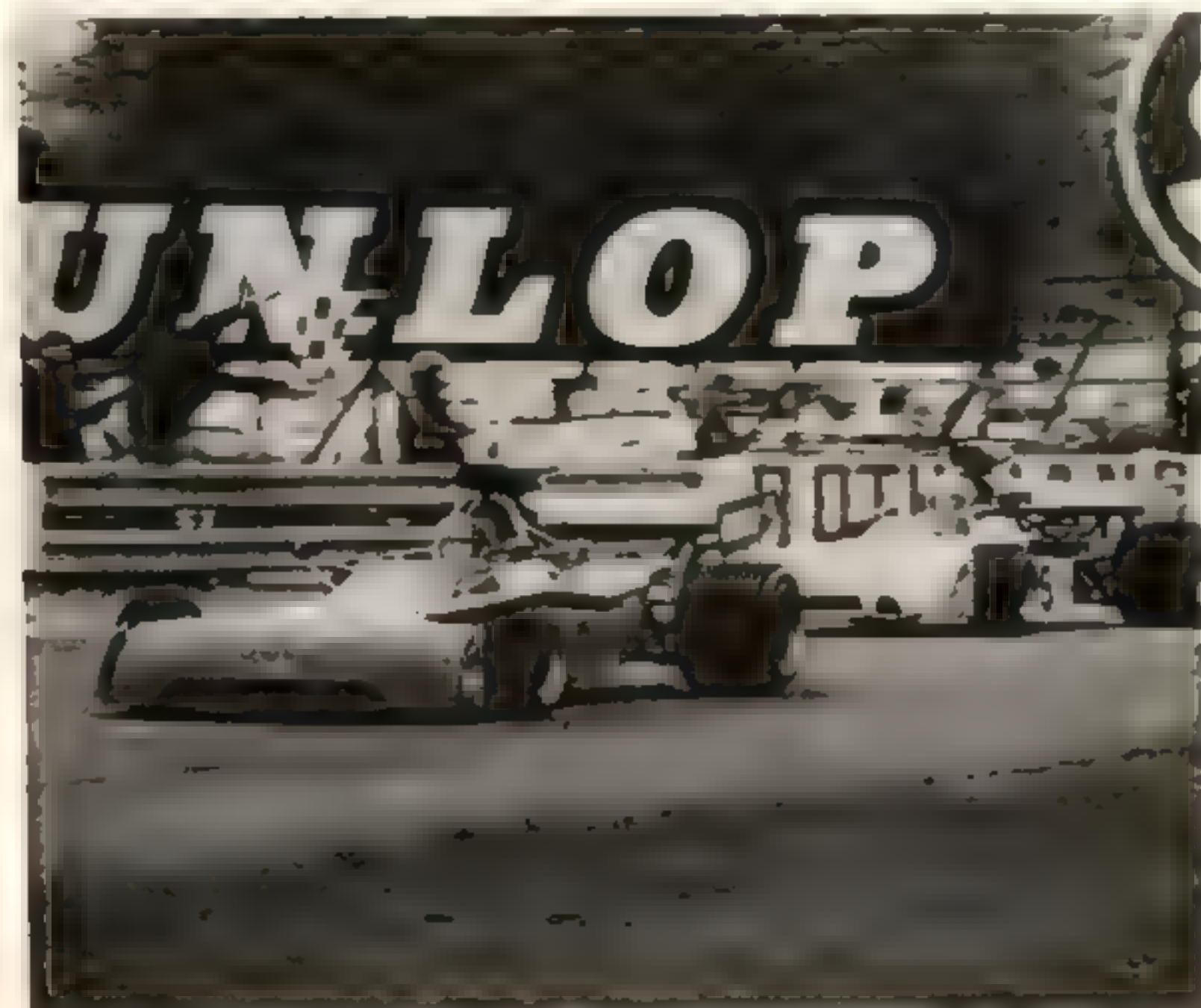
All the drivers bar Holland prayed for rain as the track was not wet enough for their tyres. This resulted in some pretty entertaining racing as the top drivers wrestled with their monsters. Gethin in particular having a difficult time. Once again the cars were reliable, only Baker and Bowtell being forced to retire. Belso, however, was in trouble and slipping down the field with a misfiring motor. A flat battery was the cause.

In the closing laps Pilette maintained a lead of around 50 s, but second man Gethin had his hands full keeping Thompson at bay. Gethin lost on the corners, his tyres melting away, but could squirt it down the straight. Thompson, however, had a down-on-power engine to contend with (as well as tyre problems) and although he could make up ground into corners he could not get by Dean's engine and tyre problems became worse and Evans began to challenge.

The spectators had plenty to watch as, on the road, Holland was catching Pilette and indeed overtook the Belgian on the last lap to unlap himself and claim sixth place. Thompson gave Gethin no peace, but was unable to overtake and, despite a sideways moment and an off-course excursion at Old Hall Evans managed to get the better of Dean with three laps to go. After a steady drive Trimmer claimed seventh place from Russell on the last lap, the Scot's McRae coasting over the line eighth with the motor giving a death rattle. Oxtan was ninth, Belso's sick car 10th and Craft's ill-handling VDS McLaren 11th. Two laps down were Santo, Hyams and Ashley with Wood the only remaining runner too far back to be officially classified.

There was more drama to come on the cooling-down lap when Pilette's Morand engine stuttered to a halt—out of petrol! The 30-year-old Belgian had won his greatest-ever victory, being congratulated by his father. Count van der Straeten, the patron of the Racing Team VDS, was unable to be present, however, as he is recovering from a serious road accident.

**Retirement European Formula 5000 Championship race, Oulton Park May 13**  
27 laps, 74.55 m in  
1. Teddy Pilette (Chevron/Chevrolet/Morand B24) 42 m 25 s 4, 105.43 mph. 2. Peter Gethin (Chevron/Chevrolet/Morand B24) 43 m 15 s 3. Steve Thompson (Chevron/Chevrolet/RES B24) 43 m 16 s 0. 4. Bob Evans (Trojan/Chevrolet/Smith T101) 43 m 26 s 0. 5. Tony Dean (Chevron/Chevrolet/Morand B24) 43 m 37 s 8. 6. Keith Holland (Trojan/Chevrolet/Smith T101) 43 m 57 s 6. 7. Tony Trimmer (McLaren/Chevrolet/Trimmer M18A), 24 laps. 8. Josh Russell (McRae/Chevrolet/Smith GM1), 24. 9. David Eaton (Borg/Chevrolet/Morand FM2), 26. 10. Tom Belso (Loa/Chevrolet/RES T330) 24. 11. Chris Craft (McLaren/Chevrolet/Morand M22), 24. 12. Chris Santo (Loa/Chevrolet/Smith T330), 25. 13. Colin Hyams (Loa/Chevrolet/Bolshaw T330), 25. 14. Ian Ashley (Loa/Chevrolet/Smith T330), 25. St. running, not classified. 15. Bill Wood (McLaren/Borg/Smith M10B), 23. Fastest lap: Holland, 1 m 29.2 s, 111.43 mph. Retirements: 1. Baker (March/Chevrolet/Bolshaw T33A), 11 laps, sticking throttle. John Bowtell (McLaren/Borg/Lilly M10A/B), 16, engine.





# Graham's Castrol saloon win

The Castrol production saloon car championship ship round took place on Saturday afternoon and following practice Richard Lloyd seemed set to dominate the proceedings in Alan Rivers' Chevrolet Camaro, supported by American Car Centre. However, Richard was not happy when he took up his pole position for the automatic choke was sticking open and it was suffering from fuel starvation from unbalanced float level chambers. Still Richard set off into Old Hall in the lead only to have a repeat of his warming-up lap problem at Cascades and slow right up with the fuel problem leaving the corner, so that Gordon Spice's 3-litre Capri (the same ex-Hanson Broadspeed car in which he won at Brands now resprayed in Wisharts colours), took the lead from Stuart Graham who was driving Les Leston's 87 Camaro instead of his Capri.

Graham—who drives a Camaro on the road—took over the lead from Spice on the long straight so that the former works motorcycle rider had the lead by the end of the first lap and proceeded to pull away. Graham's drive was first-class, never being under any pressure even when he slowed up towards the end when the Camaro was likely to run out of petrol. Graham's last win at Oulton Park was on a 250 Suzuki at an international motorcycle meeting in 1970. Tony Lanfranchi's 3-litre Shell BMW Si seemed set to have quite a battle with Spice for second lap but Spice pulled away, particularly when Lanfranchi suffered a slow puncture in the second half of the race. But then the 3-litre Wisharts Capri appeared out of Esso on the penultimate lap on only three wheels, one front one having shed itself on Top Straight. Spice managed to control the car back to the pits, but Lanfranchi was through in to a secure second place with John Brindley's Capri coming under pressure from Mike Crabtree's Willment Capri in third. Crabtree closed right on to Brindley's tail at the end, both the Capris using quite a lot of grass at Knicker Brook in their pursuits, but Crabtree was unable to do anything about Brindley's third place by the end. Poor Richard Lloyd had a miserable race. Every lap the immaculate Camaro would come to a near stop at Cas-

cades when fuel starvation intervened, but he still held on to fifth place until the problem got too bad and Lloyd had to retire.

John Handley's 2-litre Alfa GTV finished fifth, Handley not being far behind the Brindley/Crabtree dice in the early laps, and well ahead of Alfa team-mate Stan Clark in eighth overall. Barrie Williams' GN Firenza had a fairly lonely race, dropping back from the Alfes but dominating the £1500 class. Tim Stock's Firenza had an accident with the Druids sleepers in practice and seemed very second-hand in the race, but that didn't stop him having a very entertaining dice with Wendy Markey's BMW 2002 Ti which Wendy seemed to have the better of until the throttle cable broke on the 10th lap and shortly after, Stock lost second in class when he spun at Cascades with a flat tyre, which he continued to run on until near the finish. Nigel Stovin-Bradford's Hunter GLS took second in class to Williams despite stopping briefly near the finish after his dice with Richard Scantibury's Opel Ascona came to naught when the Opel retired with overheating problems.

Ivan Dutton further extended his overall Castrol championship lead when his Escort Sport annihilated the opposition in the £1500 class. Jenny Birrell's Simca Rallye was his nearest challenger for the time but she made several pit stops with a loose bonnet, so the excitement was left to second in class where John Lyon's Escort Sport had a tremendous scrap with Dennis Bissell's Viva. Time and again they changed places until towards the end Williams' Firenza lapped the pair on Top Straight and pushed the Viva along the straight which meant it was going into Knicker Brook so quickly, that Bissell nearly had an accident. Still this helping shove gave Bissell the chance to pull away from Lyon, who thought it was all great fun!

Eric Horsfield's Moskvich 412 easily won the £800 class despite having a 10 s penalty for not switching the engine off on the grid. Horsfield soon overcame John Worlton's Mini which then got overcome by a tremendous Moskvich duel between MRS instructor John Stevens and rally man Peter

Ripley. Stevens eventually took runners-up spot with Worlton beating a very sideways Ripley.

Of the others, Neil McGrath's Escort Mexico was well up in its class before going off and bending the bodywork while Roger Bell's Rothmans BMW never made the grid after the recently RAC-inspected engine disgorged quantities of oil from the timing cover and this couldn't be cured before practice.

**Castrol Production Saloon Car Championship round (15 laps)** Overall and over £1500 class: 1. Stuart Graham (57 Chevrolet Camaro) 2. Gordon Spice (3.0 BMW) 3. Tony Lanfranchi (3.0 BMW) 4. John Brindley (3.0 Ford Capri) 5. Mike Crabtree (3.0 Ford Capri) 6. John Handley (2.0 Alfa GTV) 7. Barrie Williams (2.0 Alfa GTV) 8. Stan Clark (2.0 Alfa GTV) 9. Tim Stock (2.0 Alfa GTV) 10. Nigel Stovin-Bradford (2.0 Hunter GLS) 11. Richard Lloyd (2.0 Chevrolet Camaro) 12. Wendy Markey (2.0 BMW 2002 Ti) 13. John Lyon (2.0 Escort Sport) 14. Dennis Bissell (2.0 Viva) 15. Ivan Dutton (2.0 Escort Sport). **£1500 to £1500 class:** 1. Barrie Williams (2.0 Alfa GTV) 2. Nigel Stovin-Bradford (2.0 Hunter GLS) 3. John Lyon (2.0 Escort Sport) 4. Mike Crabtree (3.0 Ford Capri) 5. John Handley (2.0 Alfa GTV) 6. Stan Clark (2.0 Alfa GTV) 7. Tim Stock (2.0 Alfa GTV) 8. Wendy Markey (2.0 BMW 2002 Ti) 9. Richard Lloyd (2.0 Chevrolet Camaro) 10. Tony Lanfranchi (3.0 BMW) 11. Gordon Spice (3.0 BMW) 12. Stuart Graham (57 Chevrolet Camaro) 13. John Brindley (3.0 Ford Capri) 14. John Handley (2.0 Alfa GTV) 15. Nigel Stovin-Bradford (2.0 Hunter GLS). **£800 to £1500 class:** 1. Ivan Dutton (2.0 Escort Sport) 2. Dennis Bissell (2.0 Viva) 3. John Lyon (2.0 Escort Sport) 4. Wendy Markey (2.0 BMW 2002 Ti) 5. Tim Stock (2.0 Alfa GTV) 6. Nigel Stovin-Bradford (2.0 Hunter GLS) 7. Richard Lloyd (2.0 Chevrolet Camaro) 8. Gordon Spice (3.0 BMW) 9. Tony Lanfranchi (3.0 BMW) 10. John Brindley (3.0 Ford Capri) 11. Mike Crabtree (3.0 Ford Capri) 12. John Handley (2.0 Alfa GTV) 13. Stan Clark (2.0 Alfa GTV) 14. Barrie Williams (2.0 Alfa GTV) 15. Stuart Graham (57 Chevrolet Camaro). **£1500 to £1500 class:** 1. Barrie Williams (2.0 Alfa GTV) 2. Nigel Stovin-Bradford (2.0 Hunter GLS) 3. John Lyon (2.0 Escort Sport) 4. Mike Crabtree (3.0 Ford Capri) 5. John Handley (2.0 Alfa GTV) 6. Stan Clark (2.0 Alfa GTV) 7. Tim Stock (2.0 Alfa GTV) 8. Wendy Markey (2.0 BMW 2002 Ti) 9. Richard Lloyd (2.0 Chevrolet Camaro) 10. Tony Lanfranchi (3.0 BMW) 11. Gordon Spice (3.0 BMW) 12. Stuart Graham (57 Chevrolet Camaro) 13. John Brindley (3.0 Ford Capri) 14. John Handley (2.0 Alfa GTV) 15. Nigel Stovin-Bradford (2.0 Hunter GLS). **£800 to £1500 class:** 1. Ivan Dutton (2.0 Escort Sport) 2. Dennis Bissell (2.0 Viva) 3. John Lyon (2.0 Escort Sport) 4. Wendy Markey (2.0 BMW 2002 Ti) 5. Tim Stock (2.0 Alfa GTV) 6. Nigel Stovin-Bradford (2.0 Hunter GLS) 7. Richard Lloyd (2.0 Chevrolet Camaro) 8. Gordon Spice (3.0 BMW) 9. Tony Lanfranchi (3.0 BMW) 10. John Brindley (3.0 Ford Capri) 11. Mike Crabtree (3.0 Ford Capri) 12. John Handley (2.0 Alfa GTV) 13. Stan Clark (2.0 Alfa GTV) 14. Barrie Williams (2.0 Alfa GTV) 15. Stuart Graham (57 Chevrolet Camaro).

Sunday's supporting races were pretty awful. Surely the Mid-Cheshire MRC could have dreamed up something more ambitious? Ed Wilcox's noseless Merlyn Mk 11 won the 13-car Formula Ford race very easily, while John Lepp (Chevron B25) was the best of the 10-car Formula Atlantic bunch. The ShellSport Celebrity race went to BP Man of the Meeting Keith Holland after a side-by-side finish with Guy Edwards.

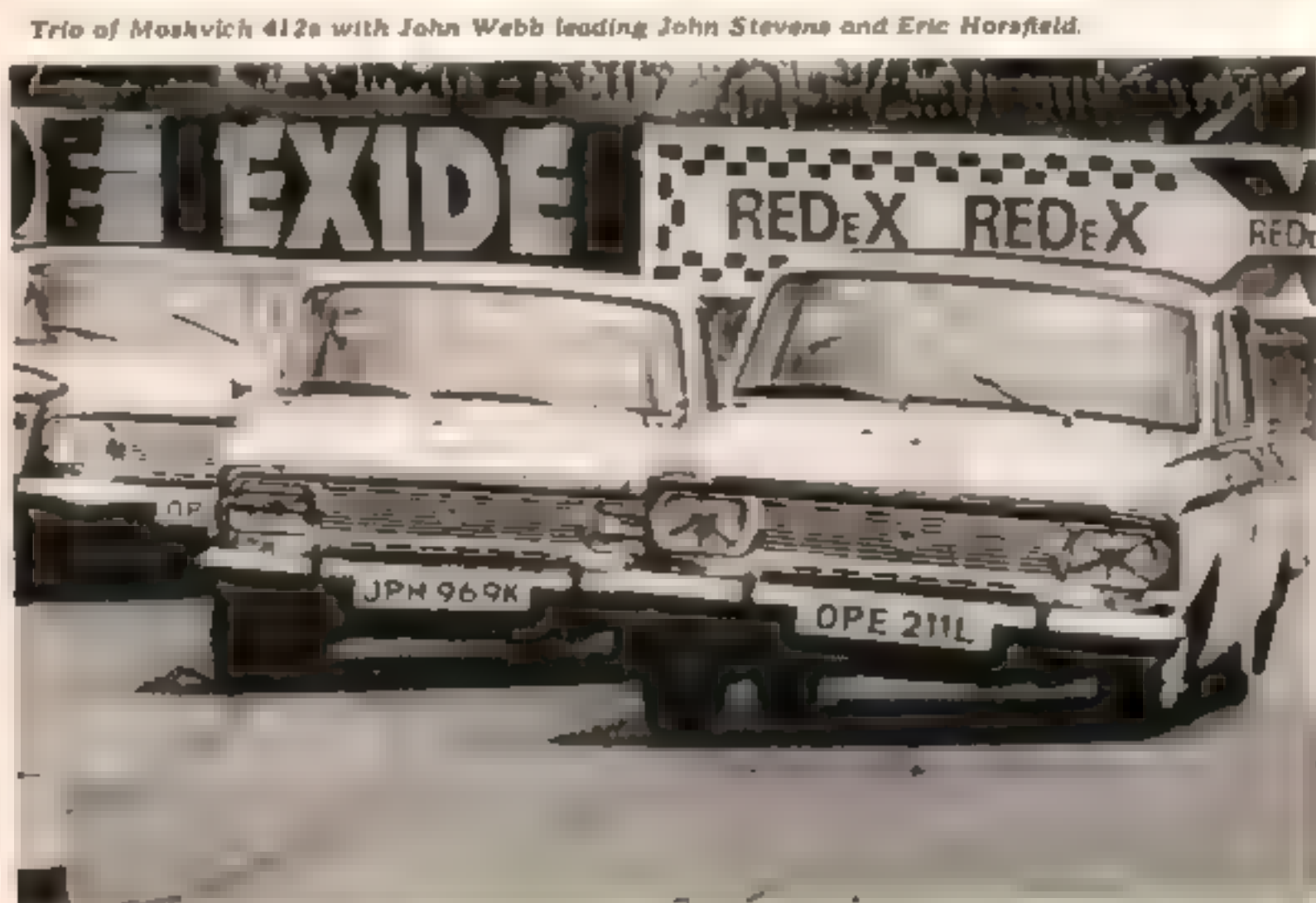
The opening 15-lapper for Formula Fords, a non-championship event, was hardly the fare to attract the crowds to the first Sunday Oulton. Although John Kent's Royals RP18 grabbed the initial lead after a great start from the third row, Wilcox soon took command and drew away to an easy 8 s victory over Mike Wrigley's Merlyn Mk 11a. Kent managed to keep third place for himself, despite the constant attention from Barry Ffith's Titan Mk 6. Casualties included Terry Horrocks' Horrocks, which went off on the warm-up laps, and Philip Barlow's Hawke DL2A, which tried to reduce itself to component parts at Old Hall. Allen Kayes became giddy after spinning his Merlyn Mk 11a countless times at Old Hall, to the applause of the spectators, and retired with brake trouble.

Only 10 Formula Atlantics appeared for their 15-lap race, again a non-championship event. For the first few laps there were the makings of a good race with the leaders closely bunched, but unfortunately it fizzled out before half distance. Mike Mather (March 722) took the early lead, but Lepp took the lead at Lodge on lap 2 and finished 4 s in front. Ken Bailey (March 722) challenged Mather until his engine began to make nasty noises. Ken salvaged third place but when he drew into the paddock his oil seemed to be outside the engine, not in.

Stephen Choularton (March 73B) was up with the bunch on the first lap, but spun at Old Hall, hit the barrier and gave up. Jas Patterson (March 722) nailed down fourth place until the seventh lap when he did it all wrong at Old Hall, went straight into the banking and demolished his car. The American was lucky to emerge from the wreck unhurt.

All the fun of a ShellSport Celebrity race helped send home the crowd in a happy frame of mind. There was the usual bumping, boring and baulking with Holland and Edwards providing a near photo-finish a couple of lengths ahead of early leader John Stevens. F5000 race winner Teddy Pilette was last after taking to the escape road at Cascades on the fifth of the eight laps—was he trying to take a short cut across the old, short circuit?

**Formula Ford (15 laps):** 1. Ed Wilcox (Merlyn Mk 11) 2. Mike Wrigley (Merlyn Mk 11a) 3. John Kent (Royals RP18) 4. Barry Ffith (Titan Mk 6) 5. Stuart Graham (57 Chevrolet Camaro) 6. John Brindley (3.0 Ford Capri) 7. Gordon Spice (3.0 BMW) 8. Tony Lanfranchi (3.0 BMW) 9. John Handley (2.0 Alfa GTV) 10. Stan Clark (2.0 Alfa GTV) 11. Barrie Williams (2.0 Alfa GTV) 12. Tim Stock (2.0 Alfa GTV) 13. Wendy Markey (2.0 BMW 2002 Ti). **Formula Atlantic (15 laps):** 1. John Lepp (Chevron B25) 2. Mike Mather (March 722) 3. Ken Bailey (March 722) 4. Jas Patterson (March 722) 5. Stephen Choularton (March 73B) 6. John Stevens (Chevron B25) 7. Guy Edwards (Chevron B25) 8. John Worlton (Mini) 9. Peter Ripley (Chevron B25) 10. John Handley (2.0 Alfa GTV) 11. Stan Clark (2.0 Alfa GTV) 12. Barrie Williams (2.0 Alfa GTV) 13. Tim Stock (2.0 Alfa GTV) 14. Wendy Markey (2.0 BMW 2002 Ti) 15. Richard Lloyd (2.0 Chevrolet Camaro). **ShellSport Celebrity race (10 laps):** 1. Keith Holland (Chevron B25) 2. Guy Edwards (Chevron B25) 3. John Stevens (Chevron B25) 4. Stuart Graham (57 Chevrolet Camaro) 5. Steve Thompson (Chevron B25) 6. Bob Evans (Chevron B25) 7. John Worlton (Mini) 8. Peter Ripley (Chevron B25) 9. John Handley (2.0 Alfa GTV) 10. Stan Clark (2.0 Alfa GTV) 11. Barrie Williams (2.0 Alfa GTV) 12. Tim Stock (2.0 Alfa GTV) 13. Wendy Markey (2.0 BMW 2002 Ti) 14. Richard Lloyd (2.0 Chevrolet Camaro) 15. Gordon Spice (3.0 BMW). **Fastest lap:** Holland, 2 m 12.8 s, 74.85 mph.



Trio of Moskvich 412s with John Webb leading John Stevens and Eric Horsfield.



The fact that a major championship winner can be born and bred in a tiny wooden shed plus some room in a lock-up, should hearten many. Perhaps when you hear that these are the premises from which George Bevan operates, you will look upon your own shed in a new light. The shed is at the end of the Bevan family garden near Orpington in Kent, in which over the past few years, the championship winning Imp engines of George Bevan have been produced. What sort of meticulous preparation goes into an amateur entry such as the Bevan-owned, McGovern-driven Hillman Imp which has taken the RAC British Touring car championship over the past three years?

First, one must point out that it really is amateur. George Bevan, for the purposes of Her Majesty's Inland Revenue, cannot make a profit. But on the other hand, he doesn't want to make a loss. His main business interest is the manufacture and production of a certain specialist type of oven found mainly in Chinese restaurants. This job obviously requires considerable metal working experience, and together with his interest in things mechanical since he was a racing motor cycle mechanic, George Bevan has the interest and knowledge to go into motor racing. His first effort was an A40 back in 1963 which was raced by George's son Peter, and Ginger Payne after Peter rolled the car at Clearways. Ginger Payne raced another A40 that was



At Silverstone, Bill McGovern leads Les Nash's Imp, with which McGovern won the RAC championship three times

## Bevan Imps: amateur racing at professional level

built up after the prang, and both drivers showed up well.

In 1968, the first effort with Imps was made, as the A40 had become outdated and Imps were fairly original and had not been exported to the same extent as Minis. The Imp was first raced in Group 5 form by Peter Bevan, but he decided to get married and give up racing, so Bill McGovern became the driver. For the 1970 season, a Group 2 car was built up from a 1967 shell and McGovern slayed the opposition to become RAC Champion for the first time. As is history, 1971 and 1972 were equally successful, McGovern taking the championship both times to complete a hat trick. For this year, a separate chassis was built up over two years while the championship winning car was sold to Les Nash to race in conjunction with McGovern. Things have not gone quite as well as they should, culminating in McGovern's unfortunate accident at Thruxton.

The building up of the new car gives some idea of the way Bevan operates. His first concern after McGovern's own health, was to build up another car, and very shortly after Easter, he purchased a 1971 Imp for just over £300 and stripped it down to the bodywork. From here, the complete car is built up using

all new parts and Chrysler competition parts where necessary; the engine parts usually being reworked. Work on the actual shell is often held up as Bevan and his band of helpers, who do it for love and not money, have to work in the open as the lock up in which the chassis is stored is not big enough to work on a car: wet weather means no work. The hut houses all the Bevan engine work apart from the head machining gear which is borrowed from the Bevan family oven business.

The band of helpers is one of the most important factors in the standard of preparation of the Bevan Imps. While all the head work is done by son Peter, and the engine work is principally done by George Bevan himself, there's Peter the Painter, a British Leyland employee; Tom the Electrician who's a retired ship's master; and two university lads who come round when they can to lend a hand. The students currently lending George a hand are Dave and Clive, and together with Tom and Mrs Bevan, they make up the crew at the circuit. True amateur racing!

The car now nearing completion, was also built with the help of German Imp driver Hans Heyer, who offered his mechanic when he heard that George had a difficult time on his hands building up a new car. Quite



Above, George Bevan works on one of his engines in the hut which is his workshop. Below, old and nearly new: the sad remains of Bill McGovern's Imp after it had been stripped following the Thruxton accident. Right is the new car that should make its debut at Thruxton on Whit Monday.







Monty Guildford showed the opposition the way in his Bevan Imp-engined Mini at Lydden Hill on Good Friday

apart from the fact that it helped George. It's obviously good for a mechanic to be working so closely with someone who knows their job as well as George. The mechanic was accepted into the Bevan household with hospitality typical of the family; although they are understandably wary of a Yugoslav who is coming over for three or four weeks to build up a car. He telephoned saying he wanted to come, just as many telephone calls are received from all over the world inquiring how George Bevan makes his cars go so quickly.

George also helps the many clubmen in this country, and currently loans engines to Ray Calcutt and has built up an engine for Monty Guildford, who uses his to very good effect in a Mini, despite limiting himself to 1,500 revs under its potential. Last year he loaned an engine to Barry Wood for use in the Ginetta G15, but Wood found it too powerful and returned it. The Bevan house is always full of Imp users and drivers, all inquiring how some item should be reworked or built up. Their inquiry is usually answered with a helpful answer, and sometimes with George doing the work for them. Of the six engines he owns, one recently won the Swedish and Finnish ice racing championships in the hands of Jussi Kynsilahto, who was so grateful to Bevan that he made him the guest of honour at one meeting. Bevan engines are all over the world, although Bevan can't really remember where they all are.

The actual engine building all centres round raising the compression, which is apparently the vital point to bear in mind. For better

flow, the angle of the ports is altered, and by altering the angle of the head, this effectively gives more power. Peter Bevan is the man who does the port work and he was taught the trade by Bob Gaylor of Pipers. On the McGovern car, George uses a Jack Knight gearbox and does very little work on it apart from ratio changing at the circuit. Apart from the engine being stripped between races, the doughnuts and cam followers are the main items to be changed. Gear ratios are decided during the extensive testing, and Bevan has the greatest respect for McGovern's setting-up ability. Testing is done most weeks, mainly for individual circuits where championship rounds are held.

For the future, Bevan envisages doing the occasional European touring car round, and has also got an Imp-engined sidecar outfit on the stocks which was just beginning to take shape at the time of our visit. Will Bevan remain loyal to the Imp for his racing? He has considered other cars, and would choose something unusual, although there's no real place for the moment. George Bevan is not given a great deal of help by Chrysler's although he has contracts with Dunlops, Castrol, Hesketh Glacier and Champion plugs, while he is in fact sponsored by Chrysler. However, he still has to buy all his competition parts at the normal price from his local dealer. To give some idea of just how this efficient amateur outfit works, one might quote George's comment "we used to have a mechanic." A truly amateur outfit taking honours in a very professional class of



## Ear muffs for peace

After David Nancekivell's article last week, there are probably a lot of people who are hearing buzzings in their ears, many of whom could be genuine, especially Mini racers' crews, and one or two hypochondriacs. However, for the genuine ones, of which I should estimate there are dozens, here is the sort of equipment that the Formula 1 teams use to protect their ears. Both Tyrrells and Lotus/JPS use the Saffr equipment, which looks like a pair of stereo headphones without any wires leading to them. They are of course similar to this, without wires, and with just increased efficiency sound deadening pads around the actual ear. One of Saffr's agents is Michael Potter of Shere in Surrey, and he markets their yellow and blue models. The yellow model has fluid sealing and is the more effective for this reason but it must be handled with a little more care. A free pair of replacement fillings are available in case something happens. This particular version costs £2.70 including VAT.

The other model is the blue version which is foam-filled and most durable and also the cheapest available which may influence some people. These cost £2.50 including VAT. Maximum efficiency attenuation is approximately 35 dBA compared to the liquid-filled version's 40. The liquid involved in the latter is a mixture of glycerine and water, and this will not freeze on such events as the Arctic Rally or the Daily Express, Silverstone!

Michael Potter has made available special reductions to marshals in the form of a 10 per cent discount, and marshals wishing to take advantage of this should write to him at 4 Shere Court, Hook Lane, Shere, enclosing a note with their name and their club, and the last meeting at which they marshalled. Mr Potter had few of these ear muffs around so we can't track test them for you as yet, but in an office they provided adequate sound proofing to an editor's unreasonable requests!

## Space making consoles from Sprint

As one who has both tape player and radio fixed in my car (name and address not supplied) I realise how vulnerable they are to light-fingered gentlemen, and for this reason it is interesting to note the range of consoles currently available from Sprint Accessories of Ipswich. Quite apart from the security factor, there is also the point that there isn't all that much space available in many cars these days, so a console is often essential for those who want to fit such equipment.

The consoles available from Sprint are made of wood throughout, the sides being covered with durable, anti-scuff black crackle finish with beaded edges. The front panels have attractive mahogany facing with cut-outs for radio and speakers or tape players. In most cases, they provide a useful tray for oddments such as cigarettes, sunglasses, etc., and where applicable, they come complete with simulated leather gearlever boot. Models are available for a wide range of cars including most of the popular British models. Prices vary from £6.40 to £7.40 but some are as little as £3.

## Metso's new agent in Austria and Switzerland

Metso transmissions are currently making a great drive in the Formula SuperVee class, with four works constructors out of the six in the championship using their transmissions. Amongst these are Veemax of Finland, Motul of Germany, Tul of England and Fuchs of Germany. The main reasons for their choice say Metso are the low power loss, ease and speed of changing ratios and the totally enclosed gear linkage. Other gearboxes in use in the SuperVee championship are Volkswagen naturally enough, Hewland and Porsche.

Metso's latest development is the appointment of Max Heidegger of Liechtenstein as the agent for that country, Switzerland and

Austria. Heidegger built Manfred Schurtliff's championship-winning engine last year, and is also the Liechtenstein agent for Jaguar, BMW and Chrysler Tuning, however, is concentrated on VW SuperVee and BMW engines, there now being a dynamometer for each make of engine in the new test house.

During November and December, the North will have their own racing car show at the Belle Vue venue in Manchester. The Show will run from November 23 to December 2 and stands are currently available for booking. A well-known motor sporting personality will perform the opening ceremony and advertising within the local press will be considerable.



# Bank Holiday forecast— Thunder and lightning at Mallory Park

When the fantastic 5000s return for another round in the Rothmans European Championship which is currently setting the pace as the closest and most exciting formula in motor racing.

With a different driver winning each of the first six rounds, who will be the first to mark up a second victory and score the 20 valuable points for first place? Can Steve Thompson retain his 10-point lead at the top of the Championship table or will victory go to yet another name in the star-studded cast which includes Brett Lunger (Trojan Chevrolet), Teddy Pilette (VDS Chevron B24), Tomasso and Gys van Lennep (Sheepsport Luxembourg T330s), Keith Holland (Trojan Chevrolet) and Tony Dean (Chevron B24).

Graham McRae's lap record—set up earlier this year—is almost certain to fall but it would be a brave man to predict anything in this all-action qualifier.

Supporting races include a round in the BOC Formula Ford Championship with no less than 3 heats and a final, a Special Saloon Car Race and a production Sports Car Race.

Reserved enclosures Adults £1. Children 30p.

Stands and Paddock 50p each extra.

Parking Free.

Practice from 9.30 am.

**Mallory Park, Bank Holiday**

**Monday, May 28th. 2.30p.m. start**

organised by the BRSCC

The promoters reserve the right without notice to make any alteration to the race programme.



## It's Team Ford-Sure-for sure!

With the Mexican Yumping Bean trying for Pole position

Back from having been quietly stuck in the mud in the Bristol we saw two likely lads, Bob Bean and Alan Greenwood (agents for F) had themselves a real Mexican send off up here at Barnsley.



poster stolen from the local Datsun agents. So after the fact there was no vista for our heroes, (and no S.O. at T either, we said). Martin Burgess (El Grillo), our Ford-Sure service man, had prepared a real cool Mexican meal. It had one of our proudest possessions in a Service Garage—blue-printed Mexican map. With nowt more ado, as we say in Barnsley, they were off on the Welsh Marches. At this point we insert a picture to take the edge off what's to come.



Sad to relate, during the Chieftain, our gvnor, 11 Presidente Eric Jackson, ended up in an Amesbury hospital, proving that you just cannot roll an RS four times at a hundred plus and expect it (and yourself) to carry on. Mother and child are doing well. Don Harrow was very nice about it and our splendid service team have promised not to say anything without earshot. Come back soon.



Commencing our fortunes, the Devil's Own (HRH Benefit) Rally soon followed and we cheered the gvnor up with a second place and are now second in the overall Mexico Championship. By the way we are proving our point—at no time so far has our Martin Burgess-prepared car had a single mechanical breakdown. That's Ford-Sure service for sure! See you at Brands Fordsport Day, May 27th. We'll be there.

Even El Presidente F himself arrived on a donkey, but more of him later. . . . Almost everyone was there, Clark, Hall, Sparrow, Willis, Mason—the lot, and even Stuart Turner's face leered down from a "wanted"

In other parlance, they suffered body damage and repair, which really meant you cannot hit both sides of a car with both sides of a bridge avoiding a boulder on a Rocky road! At least the paint stayed on! Having previously won the Mini Migas outright we had the firing squad stand down. From then on they really fandangoed, finishing fourth on the 1st 2nd Mexico and sixth 2nd Mexico on a hard 4 hours. Things were looking better, really, although Alan Greenwood said he could not look so we roped him to the seat.



What servicing should be

**Service Garage (Barnsley) Ltd**

Dodworth Road Barnsley Yorkshire Tel 0226 5741

Send for a pair of our starting Yumping Bean Lamp Covers in 5 colours. Will fit 6 & 8 lamps. £50 inc VAT plus postage. 2 FREE Team Badges.



Once again it was a cold wet Silverstone Circuit that greeted a large crowd of spectators this time for a Championship Meeting organised by the BARC. On paper the entry for all the races looked very good, but by far the best performance of the day was put up by Jeremy Lord who won the 100 km Castrol/Motoring News sports GT race by no less than two laps and also took home the KYS Driver of the day award.

First race of the six race programme was a round of the Blue Circle Modified Sports Car Race Championship, this event seeing the over 3-litre and up to 1150 cc classes lumped together. The front row of the grid comprised John (Plastic) Pearson's Jaguar XK 120, Brian Hough's 5.4 litre TVR Tuscan V8 and Harry Phillips' monstrous 7-litre Chevrolet Corvette Stingray, and engines of Hough and Phillips and of second row man Chris White (4.7 litre TVR Tuscan V8) were all from the workshop of Ian Richardson. At flag fall Phillips was left on the line, wheels spinning furiously on the wet surface and it was Pearson who emerged from Copse in a cloud of spray with Hough, Phillips and Johnny Blades' incredible 1 litre Clan Crusader in hot pursuit. Unfortunately the expected dice failed to materialise when Phillips pulled off at Becketts (having taken Hough for second place) to continue well down the field. This allowed Hough to take up the chase of Pearson, while Andy Bailey's Austin Healey Sprite was storming through the field from the fifth row of the grid to take Blades by lap four, the latter being further demoted by Roger Cowdry's ex-Aston Davis Ginetta G15, which spun at Woodcote early on. The race ran to a close with Pearson holding Hough at bay by just over a second despite spinning the XK at Becketts. In third place, Andy Bailey dominated the 1150 class from Cowdry's Ginetta with Chris White's Tuscan being the last car unspun in fifth, while Blades lost time with a spin at Woodcote to finish ninth.

The rain was falling even harder at the start of the Formula Ford race and inevitably a shunt occurred at Copse on the first lap eliminating John Bright's BPG Mk 4 and Nick Foy's Brabham BT18 21. Bryan Sharp (Merlyn Rowland Mk 24) emerged as leader at the completion of lap one having started at the outside of the front row (the driest part of the track) harried by David Heale's Dulon LD9 and Aio Lawler's Royale RPI8. Lap two saw Lawler displaced by Clive Power (Dulon MP15) who then spun away the place at Woodcote to continue in eighth position. With the two leaders holding station Lawler was taken by Chris Woodcock's Merlyn Mk 20A Cooper on lap three. With the rain falling even harder the race became rather processional, Sharp pulling well ahead of Heale, who was under a second clear of Woodcock. Clive Power's Dulon MP15 was penalised a minute for jumping the start and held fourth place until spinning on the last lap to drop behind fourth man Lawler, Barry Hipwood's Brabham BT21 and Mike D'Neve's Merlyn Mk 11A.

With the Britax Production Saloon Car Championship qualifying race being run as a single event instead of the customary two-part affair Tony Lanfranchi chose to drive the Moskvich 412, with the front row comprising Richard Lloyd's Camaro, Gordon Spice's Capri and Roger Bell's BMW.

It took three laps for Gordon Spice's Wharfedale Capri to rest the lead from Richard Lloyd's "RAC Seal of Approval" Camaro but once in the lead Spice made no mistake and although Lloyd struggled gamely with the brutish GM product he finished the race some 24 s in arrears with Roger Bell's Rothmans BMW third, some 10 s further back. The Capris of Barry Boulton and John Brindley fought over fourth place with Boulton getting to the line ahead.

The £1050 to £1500 class well as usual to Bernard Unett's Hillman Hunter GLS, which held a lonely sixth overall. From this class, Denis Thorne's Firenza and Nigel Stovin Bradford's Hunter GLS made bodily contact on Pit Straight at half-distance for which both were black flagged and Stovin Bradford protested Thorne's action, but the stewards returned the Hunter man's protest

## SILVERSTONE

# Spice's Britax round

fee with the decision that there was insufficient evidence to take any action. Gerry Marshall having a run in the Alan Foster Morris Marina gave Ivan Dorton (Ford Escort Sport) a run for his money, throwing the car at angles only Marshall can achieve but alas he was some 5 s behind the well driven Escort at the flag, with Simon Kirkby leading the Simca attack, but well behind these two. In 18th spot Tony Lanfranchi was having a typically leisurely drive in the Kensington Close Moskvich to take the up to £800 class, with Eric Horsefield leading John Markey in to runner's up place, both in Moskvich 412s.

Stationed on pole position for the second Blue Circle race this time for 1151 cc to 2000 cc and 2001 cc to 3000 cc Modified Sports cars was Gerry Marshall with the VRV Lotus Elan but this time he did not have the opportunity of showing his ability as the gear lever broke off in his hand during the dash from the grid. This allowed Jon Fletcher, also from the front row of the grid to take his Elan into an unchallenged lead, second position being held by Richard Jenvey's supercharged MG Midget until the final corner of the 12-lap race when he was taken by John Evans' Lotus Elan—both being credited with the same time. Fourth place was held throughout by Ed Stevens ex-Hough TVR Tuscan V6, which dominated the larger class from Andrew Talbot's GT6 and Rod Longton's Tuscan.

The main race of the day was the 39-lap (100 km) race with Motoring News/Castrol Sports GT Car Championship points at stake. Ian Grob looked all set to run away with this race with his smart Chevron B23, however all was not well with this car through wet electricities and he made two pit stops during the long race. Jeremy Lord (Lola T212 FVA) shot past into the lead which he never lost despite problems later explained. This allowed Michael Andrews' ex-F100 Alexis into an excellent second place position he was to maintain until the end albeit two laps behind the leader and having time for a spin at Copse. Two other potential challengers retired, John Markey (Lotus 30 40 Ford V8) after two spins at Woodcote on the first lap and Charles Ratcliffe (Hire International Chevron B23) after completing six laps with a severe misfire. Frank Aston's Astra finished third despite two spins with Anthony Hutton's Mirage-Ford leading the big class in fourth place. After a couple of spins, Lyndon Thorne's Aldon succumbed to wet electricities when in fourth place and Les Aylott's Ardua (also from the 1150 class) retired from third place when the wheel nuts loosened off.

Lord's race however was not without incident, on the 20th lap the Lola aquaplaned on the straight and skated 50 yards into the field, but a quick check at the pits revealed all was well. On the penultimate lap he came into contact with a slower car at Becketts and shattered the nose section of the car and finished the race in this fashion.

For the final event of the day the Club-

Blades' Clan Crusader excelled in the rain and diced with Harry Phillips' Corvette early in the Modsports race.

man's cars were to run with the Formula Super Vee cars, this being a round of the Volkswagen Super Vee Silver Cup. From pole position John Morrison (Super Nova Tui) pulled clear of all opposition to win a rather processional and extremely wet race from Mark Inchfield (Crosslé 24F) and Derek Cook (Hawke DL2). The 1001-1600 cc Clubman's winner was Brian Husbands' U2 Mk 12 which finished fifth overall, after leader of the class on the road Sid Marler's Gryphon C73 was docked a 1 m penalty for an over-ambitious start which pushed him down to ninth overall but still gave him second position in the class. One litre honours went to Martin Young's U2 11B in eighth place.

## ANDREW KNIBBS

Blue Circle Modified Sports Car Race (12 laps) 1 John M. Pearson 3.3 Jaguar XK 120 15 m 31.2 s 72.4 mph 2 Brian Hough 5.4 TVR Tuscan V8 15 m 32.4 s 70.8 mph 3 Andy Bailey 4.7 TVR Tuscan V8 15 m 33.4 s 69.2 mph 4 Chris White 4.7 TVR Tuscan V8 15 m 34.4 s 67.6 mph 5 Roger Cowdry 1.5 Ginetta G15 15 m 35.4 s 66.0 mph 6 John Evans 1.0 Lotus Elan 15 m 36.4 s 64.4 mph 7 Richard Jenvey 1.0 MG Midget 15 m 37.4 s 62.8 mph 8 Ed Stevens 1.0 TVR Tuscan V6 15 m 38.4 s 61.2 mph 9 Rod Longton 1.0 TVR Tuscan V6 15 m 39.4 s 59.6 mph

Over 1150 cc 1 Andy Bailey 4.7 TVR Tuscan V8 15 m 33.4 s 70.8 mph 2 Roger Cowdry 1.5 Ginetta G15 15 m 34.4 s 69.2 mph 3 John Evans 1.0 Lotus Elan 15 m 35.4 s 67.6 mph 4 Richard Jenvey 1.0 MG Midget 15 m 36.4 s 66.0 mph 5 Ed Stevens 1.0 TVR Tuscan V6 15 m 37.4 s 64.4 mph 6 Rod Longton 1.0 TVR Tuscan V6 15 m 38.4 s 62.8 mph

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Only a week after his first RAC championship victory at Prescott Richard Thwaites led the field again in his Eastern Carpet Stores McLaren M10B. The scene this time was the picturesque Devon hill Wiscombe Park where the West Hants and Dorset CC were laying on the third round of the national championship. It was only Thwaites' third visit to the hill and, on the newly resurfaced track, he was one of five drivers to get below Roy Lane's recently set record. However the new record goes to the reigning champion, Sir Nicholas Williamson (Marilyn-DFV), who stormed up the hill to a visibly rapid 38.58 s on unbelievably, his first class run, the one most people feel their way on. Unfortunately Williamson, who was leading after the first championship runs, spun at the top corner, Martini, on his second attempt and, with the opposition trying harder all the time, fell back to fourth.

With an overcast sky and the new surface giving plenty of grip the record book was swept completely clean and written afresh. Alex Boyle needed only 984 cc of Cooper S engine to dominate an unlimited special saloon class winning by exactly a second from Adrian Gilbert's bigger Cooper. The chance of a battle here was stopped when father Gordon stuffed the Gilberts Garages car into the trees after Sawbench meaning that Adrian could only get in one run. Jim Thompson's recent record fell to Boyle by fractions of a second on his second run. Alan Cox in his John Brown Motors Mini and Stuart Browne (Escort TC) both got to within a second of Gilbert. There was greater success for the John Brown team in the small Mod Sports class. With only two entries Russ Ward had no trouble in taking the class with his Aldon Sprite beating Brian Butler's record by a mere 1/100th of a second! Second, driven to the circuit as usual, came the Morris Sports of Ash Cleaver, pressing on in his usual fashion. The E-type—Cobra battle continued unabated in the larger class with Nigel Pow bettering his own record for the Coventry marque. Bryan Brown was well adrift in his AC this time beating Group 2 driver Dennis Leach in Nicky Lovatt's Jaguar and Paul Channon back at the wheel of his Cobra.

The 1800 cc sports racing car class is, at the moment, the most exciting on the hills. The battle between Allister Douglas-Osborn and David Morris gets better and better with both of them obliterating Richard Jones' record and with Jones right on their heels, also quicker than he had ever been before. With his first run "A.D.O." took his ex-F3 U2 Mk 12 up Wiscombe faster than any sports car before. He was even quicker the second time and he had to be for the FVA powered Mk 11X of Morris was breathing down the neck of his Vagantune twin cam powered device.

In spite of smashing David Good's class record Fairley Steele's Reg Phillips was unable to retain the fastest sports car title for the larger class. He was really motoring on his second run with the Chevron B19 and recorded a time much quicker than his first. Maggie seems to have been driving the family Blankstone Ford GT40 by herself of late so perhaps it was a little surprising to be beaten by husband Peter, the former Brabham driver taking second place ahead of Phil Scragg, only able to get in one run after having crashed his three litre Chevron B19 in practice and, incidentally, losing his unbeaten record in this car.

There was no opposition in the 500 cc racing car class for Collin Myles' Cooper Mk 9 but he pressed on nevertheless and lowered his own record for good measure. A much newer car, looking far neater through the corners came the former F4 Tecno of Reading's Chris Sturgess and Guy Murray for the next two places with Murray fastest on the first runs and Sturgess turning the tables later.

Unbeaten all season David Franklin (Huntsman Vixen-Imp) was really up against it this weekend in the 1100 cc class. Roger Willoughby was really hurling his Shorrock blown Brabham BT15 about and led on the first runs below Franklin's record. He was even quicker the second time and Franklin



Regular and well-known hill climber, Ash Cleaver presses on in usual fashion in the Morris Special.

## WISCOMBE PARK

# Record for Nick Williamson, but points again for Thwaites

really looked to be trying as he pulled out all the stops in an effort to retain his title. An incredible 42.84 s was the result and maximum points in the Woking Motors Leaders Championship yet again. The Cooper Mk 10s of Tom Elton and Terry Smith continued their hair raising tussle yet again with Elton just on top and the pair shaming the modern machinery by taking third and fourth places. Sandy Hutcheon quickly settled down to the ex-Ken MacMaster Ginetta G17B for fifth spot.

MacMaster himself unfortunately damaged a wheel on his GRD in practice and without a spare was forced to watch as Tony Harrison provided the opposition to Geoff Rollason's Lotus 89. The BDA-powered Brabham BT35 could again be a threat to established leaders in this class now that its new owner has come to grips with it. However he made a mess of his second run and Rollason's FVA power cleaned up again beating its own, recently set, record. Spencer Elton continued to emulate father Tom in style and flung his Brabham-BDA BT30 up to third place.

The first to run of the big single seaters was Williamson and immediately he set the track slight with an electrifying 38.58 s, nearly a second below the record. If this was the way things were going what would the record be at the end of the day? However there was no repeat performance and the track seemed, if anything, slower at the end of the day when it usually all happens. Roy Lane (McLaren M14D) and Tony Griffiths (Brabham BT33) also thrust their way up the hill under the record as did Richard Thwaites, quickly coming to grips with the unfamiliar hill. Only fifth at this stage was a disappointed Mike MacDowel (Brabham BT38X) who had gone so well in practice. However Mike was to find himself clear championship leader at the end of the day for David Hepworth with whom he was sharing the lead was in trouble. In practice a corner collapsed. Back to Brighthouse rushed the former champion, just made it in time and then the other corner went as Richard Shardiow powered the 4WD Hepworth Special up the hill. Thus the stage was set for the championship runs with Williamson fastest on the first runs, the cold air box vibrating under the power of the series 9 DFV. Tony Griffiths was second at this stage trying like he has never done before. Notably the Kuddermister driver is noticeably neater than the others but here he was almost outdoing Williamson—a real threat this time. Mike MacDowel was another on an uncharacteristic ragged edge, especially on his second run. Everybody is having to

try twice as hard this year. Times were generally slower on the first runs than earlier in the day and Richard Thwaites was at this stage fourth, beating Roy Lane who had two wheels up the bank out of Sawbench Thwaites, as yet giving no hint that he would be the winner.

Winner he was though. Of the drivers below 40 s MacDowel was the first to go on the second run. There was none of MacDowel's customary neatness but the time was faster than anything the first runs had put up. Thwaites was next to go and, visibly tidier than he was when he won Pontypool and Prescott, took the lead from MacDowel. Nobody else could beat them. First Griffiths, rushing over Bunnie's Leap clipped a wheel and was sent plummeting into the field damaging the immaculate Grand Prix Brabham although the driver was, thankfully, all right. Lane was unable to find a gear as he shot up Wis straight, nevertheless his 39.41 s was sufficient to demote Griffiths to fifth place. It all hung on the last run and somehow Williamson didn't seem as fast as usual. Whether the eye was deceived or not we shall never know for Martini, the corner that had caught out so many people over the weekend, claimed the champion and he spun to a standstill. This left Thwaites with his third win in as many weeks and his second RAC round, MacDowel second and the championship lead, while, in spite of mistakes, Lane was able to claim third. Then after Williamson and Griffiths we had Chris Cramer rapidly coming to grips with his Grunhille Lager March, Peter Boshier-Jones still showing his old form with his aged Brabham-Buick, a rapid Geoff Rollason chasing him, Tony Harrison showing skill with the Brabham and David Good scoring one point for the third successive round.

## IAN WAGSTAFF

**STD:** Sir N. Williamson (3.0 Marilyn Cosworth DFV), 38.58 s; New H. I. P. 40.30 s; 1.3 Cooper S, 41.04 s; R. Cam. 42.84 s; 1.3 A. 42.84 s; 1.3 K. Pow. 42.84 s; 1.3 E. 44.33 s; 1.3 A. 44.33 s; 1.3 U2 Vagantune 1/c Mk 12, 44.33 s; 1.3 R. Ph. 44.33 s; 1.3 Chevron SM Mk 9, 44.33 s; 1.3 C. Myles, 502 Cooper Norton Mk 9, 44.33 s; 1.3 D. Franklin, 1.3 Vixen Imp, 47.84 s; G. Rollason, 1.3 Lotus Hart FVA, 49.01 s; 41.45 s; Williamson 38.58 s; \* new class record.

**RAC Championship round 3:** 1. R. Thwaites (5.0 McLaren Chequre M10B), 39.16 s; 2. M. MacDowel (5.0 Brabham Repco BT38X), 39.27 s; 3. R. Lane (5.0 McLaren Chequre M14D), 39.41 s; 4. W. Williamson (3.0 Marilyn Cosworth DFV), 39.64 s; 5. A. Griffiths (3.0 Brabham Cosworth BT33), 40.30 s; 6. C. Cramer (2.0 March Hart BJA 73), 40.30 s; 7. P. Boshier-Jones (3.5 Brabham-Buick BT21C), 41.95 s; 8. Rollason, 42.33 s; 9. A. Harrison (1.6 Brabham Hart BDA BT35), 41.82 s; 10. D. Good (3.0 Lynx Cosworth DFV M54), 42.40 s.

**Championship positions after three rounds:** 1. MacDowel 26 pts; 2. Thwaites 23 s; Lane 2; equ 4. W. Williamson and D. Hepworth 5.0 Hepworth Chevron FF 44.0; 17. A. Griffiths 16; 7. Cramer 12; 8. Boshier-Jones 8; equ 9. Rollason and K. MacMaster (1.6 GDR Hart BDA 772) 7.



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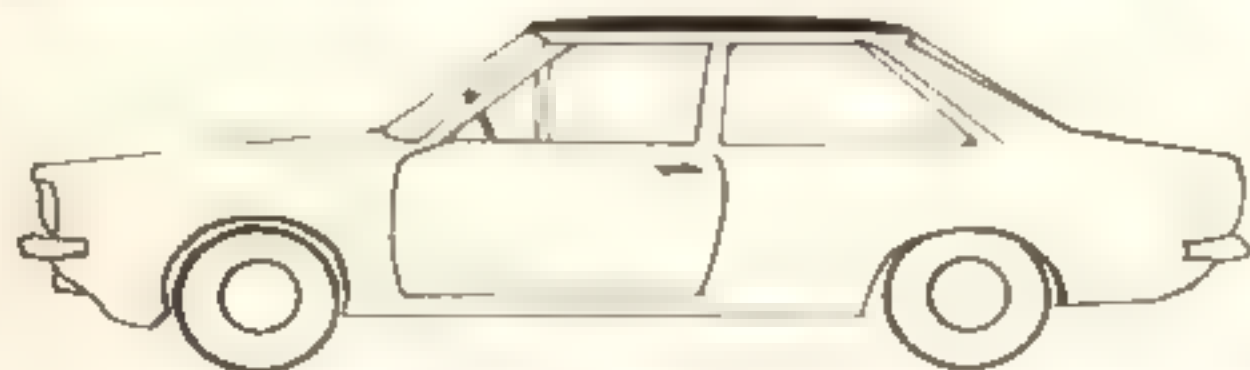
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Tommy Reid carves through back markers on his way to Libre victory and a new outright lap record.

## INGLISTON

# Reid's successful invasion

For their second meeting, the Scottish MRC, were graced by an unexpectedly fine day on Sunday last for their Rothmans Trophy meeting, which, besides eight car racing events also featured a cycle race and a kart event. While the winning cyclist averaged a mere 26 mph on the recently resurfaced course, Tommy Reid blew off the locals in his immaculate Brabham BT 38/40 of Irish Racing Cars to post the first over 80 mph lap in 46.1 s, half a second faster than Gerry Birrell's former time. In the saloon classes, Bill Dryden featured largely in the SMT Firenze, hotly pursued by Jackie Patterson in the DTV Firenze.

The small saloons led off the racing, and in the absence of Sedric Bell with the Mini-Ford, practice proved that Imp variants would benefit, and so it happened, with young Norrie Dickson leading fractionally from the coupe version of Bob Leckie. Pole holder Duncan Fisher was relegated to third place and had to fend off John Fyde, with Bill Donald hanging on some way ahead of the leading Mini, that of Lionel Dickson, about half a minute ahead of Mike Morton whose Cooper S took him to a fine sixth place.

A full 16 car field set off in the Formula Ford, 10 lapper, led by Graham Cuthbert. His Lotus 88F, steamed away from Harry Acheson (Merlyn 20A) who drove sensibly despite the urgent attentions of Stu Lawson's Hawke DL10 and John MacGilvray (Crosslé 20F). Graham Hamilton had his Brabham BT38 well placed initially but dropped back to be taken by the ex-Gerber Eiden Mk 10 of Andrew Jeffrey. Poor Bruce MacMichael had a short race, ending at Caravan on the opening lap when he knocked a wheel off his Dulon LD4 on the barrier.

The second heat for the over 1000 cc Special Saloons was a runaway victory for Bill Dryden in the SMT Firenze. John Watts was doing wonders in the Trustee Savings Bank Cooper S, elbowing off Jackie Patterson who, in his DTV Vauxhall had taken two laps to overcome the Escort PVC of Derek Huntley. Frank Gunn's Arden Cooper S led the up to 1300 cc class having a private dice with the Longman-engined Colvend Mini of Eric Paterson, both of whom finished about 8 s ahead of an unhappy Doug Niven who soldiered on in the spluttering Celtic Homes Boss Escort V8, safely out of reach of Jim Dryden (Austin Mini Cooper). George Lynn had a fine drive up to seventh place with the Rover V8-engined Cortina unlike Jimmy Veitch who revived his Mini Cooper S after half distance. Lap eight started the drama—

as Patterson thrust the Vauxhall into the hairpins, Watts spun the TSB car which suffered a smashed rear wheel, but in restarting the Huntley Escort was involved and both cars pulled off at Lefthander where many



John Watts, complete with smashed rear wheel, spins the TSB Mini out of third and involves Derek Huntley's Escort

pleasantries were exchanged. Patterson meanwhile took the flag some 10 s behind Bill Dryden.

From another full field of Modsports, Mike Nugent did a repeat of his previous Ingliston start, heading the John Abisalom Ginetta G4, but this time the pair never put a wheel wrong and finished fractions apart after 10 laps. Don Morton (Lotus Elan) and Bob Hendry (1.3 MG Midget) held third and fourth places, well separated.

The 15-lap libre event provided Tommy Reid with a comfortable win in his BT38 40, simply streaking away from Scottish hill champion Iain McLaren, who enlisted the Irish driver's aid to sort out the ex-Wingfield BT36. Tony Charnell made his usual rocket start with the Chevron-Gropa to lead Campbell-Graham in the ex-Fildes Crosslé 19F for seven laps, but then had to ward off the fast Ecosse Imp of Doug Thomson who ran for a time jousting with Ted Dzierzek whose Hawke Atlantic was a lap down. Some way in arrears Stu Lawson led a frantic FF group, John MacGilvray eventually taking his Crosslé 20F past the Hawke. Up front, Reid's progress demolished the outright lap record the Brabham finishing almost 45 s ahead of McLaren, the only other car to complete the distance.

The saloon final provided Bill Dryden with

another victory over the Patterson Firenze and with a new lap record, Doug Niven hauled the Celtic Homes Escort V8 into third place, still sounding most unhealthy, but well ahead of Patterson's Mini. Main interest was in the battle between Duncan Fisher in the 1-litre Imp and the 1.3 Mini of Eric Smith who was unclassified while Fisher had his Imp alongside Jim Dryden around Arena on the penultimate lap for fifth place.

The 10-lap Special GT, Sports and Clubman car race saw Tony Charnell hustling the Chevron Gropa away, but with Mel Ross (Mallock U2 Mk XII) looming large in his mirrors, leaving Abisalom's Ginetta behind. Don Morton fought his Elan past Bob Hendry's Midget both being comfortably ahead of Bill Wood's brown Midget which had Baird's Mallock close behind. Eddie Labingoh fell out of the reckoning when he pitted on lap 1, a plug change in no way helping the flat sounding engine of the Fisher Spyder.

The somewhat long drawn out meeting ended with a small field of seven Group 1 cars tackling 10 laps. Most of the interest evaporating mid-way through the opening lap when from a side by side approach at South Stand, Eddie Labingoh spun off the Alfa Romeo 2000 GTV leaving the ex-Unett Avenger GT, driven by Tony Charnell, to notch up another victory. Dalgetty cornered his Mexico on door handles to overcome Jennifer Birrell (Simca 1000 Rallye) and keep ahead of the Alfa which finished in third place, the Imps of Birley and Jones taking fifth and sixth but behind the unclassified Volkswagen Beetle of Ernest Blackadder which, like Corinne Charnell's Simca 1000 Rallye, lacked any roll bar.

**BILL HENDERSON**

The Rothmans Trophy Race Special Saloons up to 1000 cc Heat 1 (10 laps) 1 B. Dryden 17.2 Vauxhall Firenze 2 m 22.8 s 65.80 mph 2 Jackie Patterson 3 m 23.8 s 64.04 mph 3 John Fyde 4 m 24.4 s 63.54 mph 5 m 25.1 s 63.04 mph 6 m 25.8 s 62.54 mph 7 m 26.5 s 62.04 mph 8 m 27.2 s 61.54 mph 9 m 27.9 s 61.04 mph 10 m 28.6 s 60.54 mph

Heat 2 (10 laps) 1 B. Dryden 17.2 Vauxhall Firenze 2 m 22.8 s 65.80 mph 2 Jackie Patterson 3 m 23.8 s 64.04 mph 3 John Fyde 4 m 24.4 s 63.54 mph 5 m 25.1 s 63.04 mph 6 m 25.8 s 62.54 mph 7 m 26.5 s 62.04 mph 8 m 27.2 s 61.54 mph 9 m 27.9 s 61.04 mph 10 m 28.6 s 60.54 mph

Over 1300 cc 1 B. Dryden 2 Patterson 3 Daugherty 4 m 29.8 s 58.80 mph 5 m 30.5 s 58.30 mph 6 m 31.2 s 57.80 mph 7 m 31.9 s 57.30 mph 8 m 32.6 s 56.80 mph 9 m 33.3 s 56.30 mph 10 m 34.0 s 55.80 mph

The Rothmans Trophy Race Formula Ford (10 laps) 1 Graham Cuthbert 2 m 22.8 s 65.80 mph 2 Harry Acheson 3 m 23.8 s 64.04 mph 3 Stu Lawson 4 m 24.4 s 63.54 mph 5 m 25.1 s 63.04 mph 6 m 25.8 s 62.54 mph 7 m 26.5 s 62.04 mph 8 m 27.2 s 61.54 mph 9 m 27.9 s 61.04 mph 10 m 28.6 s 60.54 mph

Modified Sports Cars (10 laps) 1 Mike Nugent 11.8 Lotus Elan 2 m 22.8 s 65.80 mph 2 John Abisalom 3 m 23.8 s 64.04 mph 3 Dave Morton 4 m 24.4 s 63.54 mph 5 m 25.1 s 63.04 mph 6 m 25.8 s 62.54 mph 7 m 26.5 s 62.04 mph 8 m 27.2 s 61.54 mph 9 m 27.9 s 61.04 mph 10 m 28.6 s 60.54 mph

Over 1300 cc 1 Nugent 2 Abisalom 3 Morton 4 m 29.8 s 58.80 mph 5 m 30.5 s 58.30 mph 6 m 31.2 s 57.80 mph 7 m 31.9 s 57.30 mph 8 m 32.6 s 56.80 mph 9 m 33.3 s 56.30 mph 10 m 34.0 s 55.80 mph

Up to 1130 cc 1 G. de Taylor 2 G. de Taylor 3 m 29.8 s 58.80 mph 4 m 30.5 s 58.30 mph 5 m 31.2 s 57.80 mph 6 m 31.9 s 57.30 mph 7 m 32.6 s 56.80 mph 8 m 33.3 s 56.30 mph 9 m 34.0 s 55.80 mph 10 m 34.7 s 55.30 mph

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United British Caravan Trophy for Libre Cars (10 laps) 1 Tommy Reid 2 m 22.8 s 65.80 mph 2 Iain McLaren 3 m 23.8 s 64.04 mph 3 Tony Charnell 4 m 24.4 s 63.54 mph 5 m 25.1 s 63.04 mph 6 m 25.8 s 62.54 mph 7 m 26.5 s 62.04 mph 8 m 27.2 s 61.54 mph 9 m 27.9 s 61.04 mph 10 m 28.6 s 60.54 mph

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## BRANDS HATCH

# Wicken takes Townsend lead

For the first time for a few weeks Brands Hatch stayed dry last Sunday to give very entertaining racing organised by the Rochester MC, who staged two hairy kart races as well as six car races. Rob Wicken now leads the Townsend Thoresen Formula Ford Challenge after his win in the heat and the final, while as well as taking maximum points in the Kent Messenger 1000 cc Saloon Challenge, Ray Calcutt's Kent Messenger Imp also equalled the class lap record.

We could fill these columns just with the account of the first Formula Ford heat. Before fire practice had even begun at 9 am championship contender David MacPherson was disqualified for starting his engine before 8.30 am; then as Frank Hopper took up pole for the race his Royale RP16, rebuilt after it was well tweaked at Paddock the week before, was wheeled off. The officials stated that his fire extinguishers didn't comply with the regulations. After they had realised they had made a mistake they waved him in to the race half a lap behind only to be black flagged a lap later for they had already started 21 cars instead of the maximum 20. Not a very satisfactory state of affairs.

Frank Bradley's Merlyn-based special led from the other front row position, but was taken at Paddock on lap two by David Kemp's Merlyn. However Kemp failed to negotiate Paddock and spun into the bank at the bottom the driver being ambushed to the medical centre for attention. With the rest of the race run under yellow and white flags, Mexican Roberto Alvarez took up the challenge, but he spun his Hawke DL10 from second place to last place at Kidney on lap four. Richard Byrne's similar Hawke chased

vanly but to no avail as Bradley swept across the line to take the chequered flag after ten laps. Again the organisers got their knickers in a twist for the race should only have been eight laps, which is how the results were published. Behind the third placed Merlyn Len Leaper's positions changed quite regularly but at eight laps they crossed the line in the order of David Barden (Royale RP16), Brian Soughurst's earlier Royale RP3 and Paul Sleeman's Crosslé.

Everything settled down for the second heat. With brother Dave looking on, Richard Morgan's brand new and very smart Ray Vegantune shot through the middle of front row men Rob Wicken and Jorge Koechlin to lead easily at Paddock, and by the end of lap one it looked possible that he was going to have another easy win as the week before. However, Wicken's Merlyn Mk 20 hauled him in, and the Merlyn slipped by at Paddock on the third lap and never looked in any real trouble thereafter finishing 1.2 s ahead of the Ray. The Peruvian Koechlin made a skw start his Merlyn Mk 20 being 8th on lap one and moving ahead of Ken Pickering in the Jet Gas Jamun a lap later. It wasn't until the penultimate lap that he passed Will Arif's Merlyn Mk 17 to claim third.

Again Morgan built up a big lead on the first lap of the final. Koechlin upping the Ray and Wicken. At the end of three laps this ending trio were as one and the South American took the lead next time through Paddock, Morgan slipping down to third on the same lap. Wicken powered the Piper-engined Merlyn in to the lead on the seventh of the 12 laps, while Koechlin tried a little too hard to keep up, spinning in a great

cloud of rubber smoke at Clearways on the same lap as he had lost the lead. Morgan just couldn't quite get up enough steam to challenge the local driver. After Koechlin's spin Arif inherited third place and he kept his cool as Lou de Marcos Merlyn asserted considerable pressure, being joined by Pickering in the closing couple of laps. Just 1 s separated them at the end while Koechlin didn't gain any places after his spin, finishing seventh behind David Lamb's Crosslé.

The Kent Messenger 1000 cc Saloon Challenge was a straggle fight between the Imps of John Homewood (on pole) and Ray Calcutt and they completely dominated the proceedings from flag to flag. Homewood's Sunbeam version took the initiative with Calcutt's Kent Messenger Hillman model right up his engine cover. They stayed like this for most of the 10 laps although at one time it looked as though Homewood might use some backmarkers to his advantage. On lap 9 however he seemed to lose momentum going up Pilgrim's Rise and Calcutt was by in a flash, pulling out 2.2 s on the last lap as they lapped more stragglers. From a lowly grid position, championship leader Ryan Lee pushed his Mini through the field, lying seventh on lap 1 and moving up a place a lap until lap four when he was fourth behind Roger Saunders' Sigma Mini. He disposed of him on lap eight, although only 0.4 s separated them by the finish.

Earlier in the day Nick Whiting's Escort FVA walked off with another saloon win, while Tony Hazlewood's even wider Def-River V8 must have thanked the heavens that it stayed dry for a change, finishing 7 s behind the Escort. A promising dice between Alan Rogers' 1.0 Vickers Mini and Terry Harmer's 1.3 Cooper S, ended at half distance when the Vickers car boiled its way in to the pits, Harmer easily taking class laurels.

A rather disappointing assortment of Mod-sports also had a race, one unfortunate non-starter being Tony Claydon's Piper, which made the pit road but not the grid. Tony Dunderdale's Turner had one lap of glory but Peter King's Elan soon assumed command to take a 5 s victory.

## PAUL KING

**Townsend Thoresen Formula Ford Challenge (heat 1)**  
(8 laps) 1. Frank Bradley 2. David Brown 3. M. J. 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Graham Hathaway's Anglia scored BTD at the Lincoln showground.

## Hathaway beats the damp

For the third week in succession a car from a different class put up BTD at a round of the Castrol/BTRDA Autocross Championship. Last weekend, at what ended up as a very damp Lincoln showground the man of the day was Graham Hathaway in his Anglia who scorched round on his first run to record 1 m 39.3 s, the only driver to break the 1 m 40 s barrier. Lincoln Motor Cycle and Car Club were running a Castrol championship round for the first time and they attracted some 70 entries in the usual classes and laid on an 800-yard course.

Leading the championship after the meeting is Martin Bernard with his Datsun 240Z who took his third class win in succession comfortably ahead of Colin Withers in his Mexico, the gap being 3 s. It was from this class that Muriel Banks took the ladies' award with her Cooper in 1 m 52.3 s, whereas Bernard's class-winning run was in 1 m 45.6 s. It will be interesting to see whether Bernard who expects his autocross Mini ready for this weekend, will go for the necessary class wins with both cars.

The small Mini class went to R. Taylor in 1 m 53.6 s, and he was some 2 s quicker than Brian Cocken who did one run in the best door handling tradition through a particularly deep rut.

The up to 1300 front-engine rwd class was won by B. Merridale in an Escort who had a 2 s advantage over Mike Spray's Anglia, the pair being without opposition and Paul Northall had no opposition worth speaking of in the sports car class winning

as he liked in 1 m 44.3 s in the GT6 but his mate Roger Dowson wasted his first run with the car and it was wet on the second and he was easily beaten by G. Fletcher's Turner.

Once again Roger Brunt and his Imp had to play second fiddle to a VW in the rear-engined class, the winner this time being Peter Harrold with a time of 1 m 40.8 s, which left Brunt way behind but he leads the class on points if not getting the desired class wins. Less than half a second separated Roger Brunt and Frank Morris at the head of the 1000 Mini class, Brunt taking the money with Mick Fox way off the pace by 3 s.

Brian Hathaway failed by half a second to make it a double with his brother when his Viva finally stayed together for him to take second in the big saloon class behind the 2 litre Escort of T. Landon. In turn Hathaway had John Clarkson's Escort breathing down his neck in the best battle of the classes. Peter Withers had a comfortable class success with his 1275 Cooper in the third Mini class, some 2 s better than Peter Hemmings, and Richard Judge gained deserved success with his home-built RJS which took the final class by a huge margin from Arnold Butcher and Norman Bradshaw in Lotus VII and Bradbail.

BTD: G. Hathaway, Anglia, 1 m 39.3 s.  
Class winners: M. Bernard, Datsun 240Z, 1 m 45.6 s.  
P. Taylor, Mini, 1 m 53.6 s.  
B. Cocken, Mini, 1 m 55.6 s.  
M. Banks, Cooper, 1 m 52.3 s.  
R. Taylor, Mini, 1 m 53.6 s.  
B. Merridale, Escort, 1 m 45.6 s.  
M. Spray, Anglia, 1 m 47.6 s.  
P. Northall, Sports car, 1 m 40.8 s.  
R. Brunt, Mini, 1 m 44.3 s.  
F. Morris, Mini, 1 m 44.8 s.  
Mick Fox, Mini, 1 m 47.3 s.  
Peter Harrold, VW, 1 m 40.8 s.  
Roger Brunt, Imp, 1 m 41.3 s.  
John Clarkson, Escort, 1 m 41.8 s.  
Peter Withers, 1275 Cooper, 1 m 42.3 s.  
Peter Hemmings, 1275 Cooper, 1 m 44.3 s.  
Richard Judge, RJS, 1 m 45.3 s.  
Arnold Butcher, Lotus VII, 1 m 46.3 s.  
Norman Bradshaw, Lotus VII, 1 m 46.8 s.

At Lydden, Tierney leads Gilham, Bray and Marsh.



## TOPCLIFFE

### Lambert's record

The four-year-old outright record at the sprint courses at RAF Topcliffe near Thirsk, together with five of the class records, were blasted away in a fine day's sprinting arranged by the North East Centre of the MG Car Club last Sunday at which 83 competitors turned out to a damp and dreary start but with better conditions later in the day.

Jimmy Johnston's Brabham record of 2 m 44.2 s set in 1969 was smashed by nearly 6 s and the man who did it was John Lambert in his McRae-Leda who left it at 2 m 38.4 s. Two runs were achieved on the course, which is about three and a half miles in length. The event was the second to count towards the Uniflo Sprint Trophy.

First man to break a class record was J. M. Merrills in his Sprite who knocked some two and a half seconds off the marque sports class best with 3 m 9.4 s and not to be outdone the other BLMC runner M. Bear took his Midget round in 2 m 59.8 s to crack his own record for production sports cars by half a second. The biggest class record carving up session came when Chippy Strass, vice chairman of the North Eastern Centre bombed round in his Chevron BB in 2 m 51.6 s, no less than 7 s quicker than the previous best for sports racers. Last of the record breakers was David Ward with his Lotus who clipped one second off the up to 1600 racing car class. Last but by no means least the venerable TB MG of Nigel Taylor clipped 7 s off the T Register class.

BTD: J. Lambert, McRae, 2 m 38.4 s.  
Class winners: D. Easthope, Mini, 3 m 47.2 s.  
M. Bear, Midget, 2 m 59.8 s.  
Chippy Strass, Chevron BB, 2 m 51.6 s.  
Nigel Taylor, TB MG, 2 m 51.6 s.  
David Ward, Lotus, 2 m 51.6 s.  
John Clarkson, Escort, 1 m 41.8 s.  
Peter Withers, 1275 Cooper, 1 m 42.3 s.  
Peter Hemmings, 1275 Cooper, 1 m 44.3 s.  
Richard Judge, RJS, 1 m 45.3 s.  
Arnold Butcher, Lotus VII, 1 m 46.3 s.  
Norman Bradshaw, Lotus VII, 1 m 46.8 s.

### Lydden mixture

Sunday saw Lydden Hill's Annual Festival of speed, 17 assorted races for bikes, karts and cars. Promoted by the circuit organisation the BARC South Eastern Centre looked after the larger four-wheeled entrants. A large crowd watched a slickly run meeting and careful observation revealed two events for cars.

Wishing he was in Austria this weekend was Don Gilham 1972/73 Lydden Rallycross Champion, still looking for a sponsor for the European Rallycross Championship. Driving his freshly re-built rallycross Ford t/c engine Mini, he comfortably won the 10 lap scratch race for saloons, taking the lead on the first lap from poleman Sean Tierney in 1.3 Mini Cooper S. Lydden newcomer Tierney held off Dave Bray's Yardspeed RS Escort in an exciting dice until the eighth lap, when Tierney lost second place with a puncture. Jack Davis after a push start in his Cooper S showed his son, also in a Cooper, the way round Lydden, and eventually took third place from the slowing Tierney on the penultimate lap.

The libre race just wasn't. David Santer in his Brabham BT18 fitted with 1800 BDA engine lead a variety of clubman and FF devices neatly round and round, everyone finishing as they started, while the Bikemen prepared for an exciting motorcross.

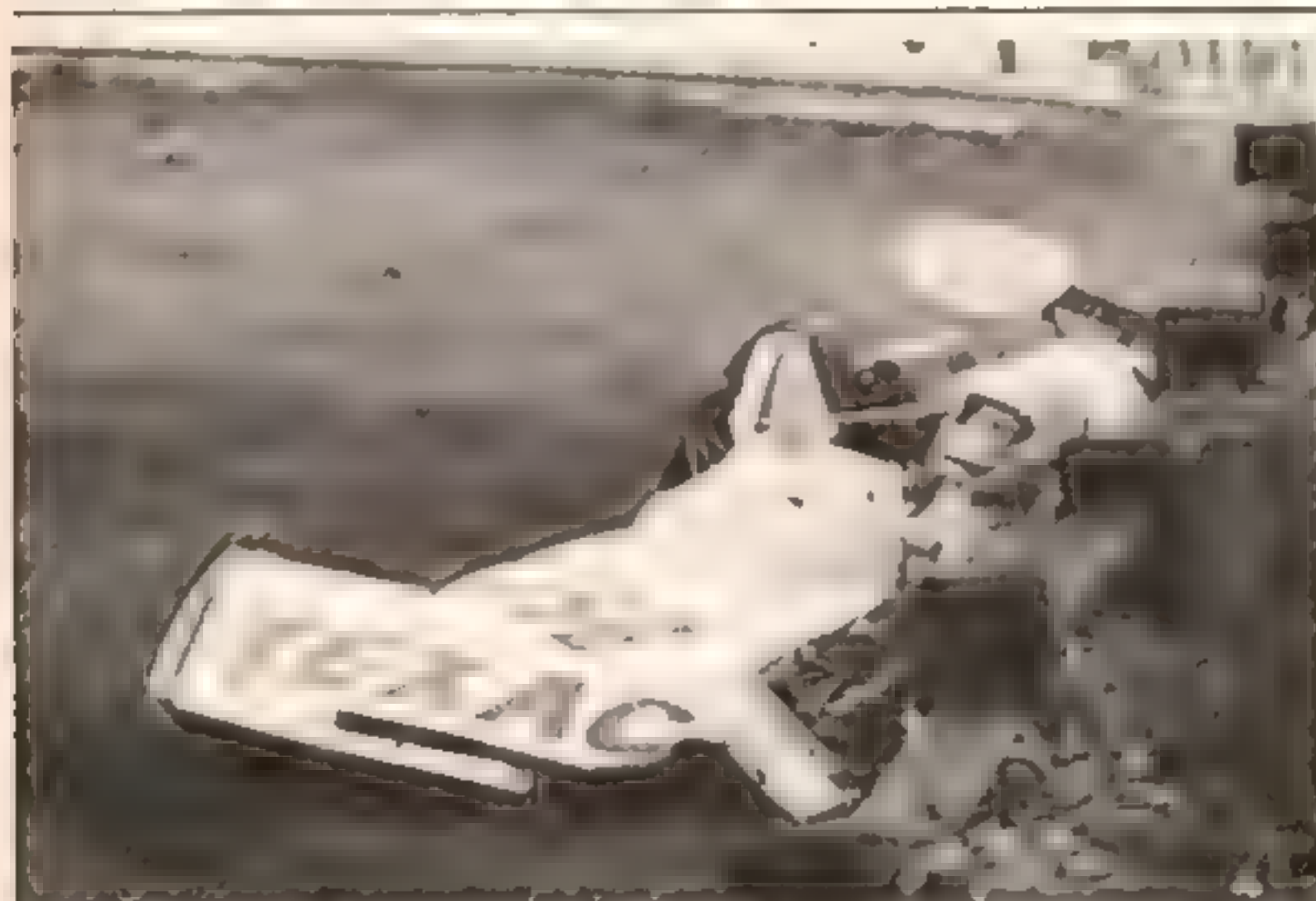
Saloons: 1. Don Gilham (1.7 Mini, Ford t/c), 2 m 32.6 s, 67 mph. 2. Dave Bray (2.0 Yardspeed Escort), 3. Jack Davis (1.3 Mini Cooper S). Fastest lap: Don Gilham, 49.6 s, 72.58 mph.  
Libre: 1. David Santer (1.8 Brabham BT18), 2 m 42.2 s, 74.35 mph. 2. Don Smith (FF Marilyn 20A), 3. Dick Hax (FF Royale RPS). Fastest lap: David Santer, 47.4 s, 75.95 mph.



## Jackson wins Maybug



Gordon Jackson's Hibex won last weekend's Maybug trial



Dramatic end for Jas Patterson's March against the Old Hall sleepers at Oulton Park last Sunday

## Longton's exciting venue

Longton and District MC have announced preliminary details of what appears to be an exciting weekend trip to the Isle of Man in September for they have reached agreement with the local authorities to use nearly two and a quarter miles of the famous TT course for a sprint meeting.

Moreover Secretary Graham Malcolm told AUTOSPORT this week, "Not only have we been able to arrange this circuit for our own use on September 22, but we have also chartered a boat and we shall be able to offer a

weekend trip for spectators for only £6.50 inclusive of hotel, meals, etc.

The part of the circuit which Longton have gained permission to use is between Hilberry and Kates Cottage, used in reverse and agreement has been reached to close the road for the whole day. Spectators, unfortunately, will not be allowed to line the route, behind the high banks, as they do when the motor cycle boys are performing, but will be restricted to two areas, probably at the start and finish

The final fling of the season saw the second year of the Maybug Trial, this sporting feature giving a fine day's sport despite the rainy season. Sporting trials are a new line to the Tunbridge Wells Club, but they have already gained the respect of the trialling fraternity, and it is hoped that the event will count towards the 1974 Semperit/ST&RDA series.

With the rain pelting down the good entry soon off loaded, and with the already wet marshals made their way to the slippery slopes of bluebell and onion stems. Soon the fragrances of nature were mixed with the efforts of hot machinery. From the Midlands two drivers appeared, Billy Warr and Mike Smallwood, but with only Bill's mount so Mike took over the passenger seat with great dexterity, and they were rewarded with a fourth place despite tying a log on the back axle as a replacement for the panhard rod.

The greasy conditions appeared to fall easier to the Semperit shod cars, and after the first eight hills no less than four competitors were on score 53; Billy Warr, Geoff Langdon, Gordon Jackson and Colin Taylor. Bill Hicks in his 950 was going well as was long time novice Jeff Nicholls. The second round continued through a thick cloud of smoke made by the ageing Cannon of Barry Wright. The same sections still proved difficult, but amazingly the hill clinging specialists made better progress—none more than Gordon-booful-Jackson who roared round in 28, to take the lead at lunch.



Peter Highwood's Hibex finished second

With the heavens still pelting the dampened people battled on, and it was a great tribute to the organisers that there was a trial at all. Gordon Jackson made the best final round of 23 to take the premier place, ahead of Peter Highwood and Colin Taylor. Bill Hicks took the 950 pot, and John Murrell the 750 jug.

### COLIN TAYLOR

G Jackson	Hibex	104 marks	2nd	P Highwood
44	3	C Taylor	130	4 W Warr
44	2	G Langdon	130	6 J Fack
2	54			
Best 750	J Murrell	750 Spec	218	
Best 950	W 14	13	Transmarch	167

● Tony Bancroft is in charge of raising £1,000 for the BARC (Yorks) Medical Unit. This consists of a caravan fitted with all the latest resuscitation equipment. £920 has already been raised and the caravan will be at Harwood on May 20. The medical unit will be made available, at a small charge, for any club to use at sprints and hillclimbs. Anybody wishing to contribute should contact Tony at Royd House, Oxenhope, Keighley, Yorks. Tel: Haworth 2289 (home), Keighley 7836 (work).





Driving the Haynes of Maldstone Escort John Taylor won the first round of the European Rallycross Championship sponsored by WD&H Willis at Melk, near Vienna last Sunday. Watched by 10,000 spectators Taylor won by just 0.8 s from Harald Neger's Alpine Renault. Rod Chapman's Escort, Stig Blomqvist's Saab, Jan de Rooy's Dal-Ford, and Per Eklund's Saab. Just 27 s covered those first six finishers in a well-supported event. British Leyland fielded four works Minis of which Hugh Wheldon was best placed in ninth.

## McGarrity shines in rain

There are times when sheer courage becomes the most important aspect of the qualities required in a racing driver. In winning the formula libre race in the Gallaher-sponsored UAC race meeting at Bishopscourt on May 6 Patsy McGarrity displayed this requirement in full measure. As the cars came on to the grid for the race, the heavens, which had been in rather spiteful mood all day, really gave vent to their anger and such was the depth of water on the track that officials must have been wondering whether to allow the race to take place at all.

However, off the cars went and at the end of a lap it was Nelson Todd in front in the Charles Hurst Crosslé 22F Hart with McGarrity in his March 722 BDA in close attendance and the rest already trailing considerably. By the second lap McGarrity had taken over and from there on the onlookers were treated to the most astonishing spectacle as Patsy simply ran away from his pursuers in conditions where one could hear the revs rising and falling as wheels spun even in fifth gear. After six laps Todd retired with a problem in the electrics after spinning at the Esses and other retirements with similar trouble included Ken Fildes (Crosslé 22F Vega) and Walter Kinnear (Lotus 69 FVC). This left Tommy Reid (Brabham BT38/40 Vega) as McGarrity's only opposition but on the penultimate lap he suffered the indignity of being lapped by the March.

Crawford Harkness in the Templeton Lotus 69 again won the Formula Ford race, which also took place on a thoroughly damp track, but in this case it was a very close run thing. For 14 of the 15 laps Paul Eastwood in his Crosslé 25F thwarted every effort of the experienced Harkness and when he held off a particularly determined bid at about the two thirds mark and began to pull away slightly again it looked as if Eastwood was going to have his first Formula Ford win. However, on the penultimate corner of the last lap Harkness's nagging presence finally caused Eastwood to lose concentration and off he went to let Harkness through. Eastwood gathered it altogether quickly enough to keep second place and after Harry Acheson had spun out of third place early in the race,

this position was taken by Jm Sheery after one of his best drives and Diarmid McFeely also impressed in taking fourth.

There was nothing remotely in the same class as Des Donnelly's Lotus Jensen engined Viva in the saloon race and this most impressive machine simply cruised off on its own to win by nearly a lap. This was rather heart-breaking for Jackie Patterson who has put a lot of effort into his Dealer Team Vauxhall Firenza but he was lucky enough to work back to second place after a second lap spin. A very good third place was taken by the neatly driven and unobtrusive 1293 Cooper of Sam Baile with the similar cars of Robb Pollock and Tony Forsyth contesting fourth until the very end.

The Group One race was an Adrian Boyd benefit and in pouring rain he carefully slid the RE Hamilton Capri away from all opposition which was led by Robert Ward's ex-Andy Rouse Mexico with "Plum" Tyndall gradually catching up in his Shaw Tyre Mexico. Just when it looked as if Tyndall would get Ward on the last lap he lost it at the Esses although he still kept third place ahead of "Godfather" Derek McMahon's BMW 30S. Jimmy Stewart showed great verve in his ex-Boyd Capri and actually made fastest lap of the race but a couple of big spins kept him out of a placing.

### ESLER CRAWFORD

Results	Clubman's Race (15 laps)	1	McLeod
1	McLeod	24 m 15.4 s	69.77
2	McLeod	24 m 15.4 s	69.77
3	McLeod	24 m 15.4 s	69.77
4	McLeod	24 m 15.4 s	69.77
5	McLeod	24 m 15.4 s	69.77
6	McLeod	24 m 15.4 s	69.77
7	McLeod	24 m 15.4 s	69.77
8	McLeod	24 m 15.4 s	69.77
9	McLeod	24 m 15.4 s	69.77
10	McLeod	24 m 15.4 s	69.77
11	McLeod	24 m 15.4 s	69.77
12	McLeod	24 m 15.4 s	69.77
13	McLeod	24 m 15.4 s	69.77
14	McLeod	24 m 15.4 s	69.77
15	McLeod	24 m 15.4 s	69.77

Formula Libre	1	McLeod
1	McLeod	24 m 15.4 s
2	McLeod	24 m 15.4 s
3	McLeod	24 m 15.4 s
4	McLeod	24 m 15.4 s
5	McLeod	24 m 15.4 s
6	McLeod	24 m 15.4 s
7	McLeod	24 m 15.4 s
8	McLeod	24 m 15.4 s
9	McLeod	24 m 15.4 s
10	McLeod	24 m 15.4 s
11	McLeod	24 m 15.4 s
12	McLeod	24 m 15.4 s
13	McLeod	24 m 15.4 s
14	McLeod	24 m 15.4 s
15	McLeod	24 m 15.4 s

## McCartney's Longton BTD

For the third round of the Slendered Sprint Championship, Longton & District MC attracted some 92 competitors to the Longridge circuit for their Thomas Motors Trophy sprint event last Sunday and BTD went to John McCartney's P183 BRM which was the only car to break 70 s. He got down to 69.8 s on his second run by which time the track was completely dry after a wet morning's practice.

There were 17 classes, several of which were amalgamated and supporters of BRM had a double boost when David Baumforth's 1.1-litre Techcraft model was second BTD and won his class with 72.4 s. He was a whisker ahead of Ashley Smith's Terrapin in 72.6 s and John Crowson in the same car did well in record 74.4 s which earned him the novice award.

In the three classes for touring cars fastest was Roger Fryers in his Cooper S who got down to 78.6 s beating respectively class winners Peter Haughton (Datsun) and Barry Whiting (Escort RS). Keith Tomlinson and Paul Ratcliffe, both in Minis, struggled for the lead in the small special saloons class, with Tomlinson emerging the victor by a second, a margin which was similarly enjoyed by Roger White (Escort), who took the next class up from Mike Newman's Viva GT. Sprite man Peter Davey had a comfortable class win by nearly 4 s but the best battle was between John Hunter and John Bury, both in Midgets, who were only half a second apart in the mudsports class.

Results	1	McLeod
1	McLeod	24 m 15.4 s
2	McLeod	24 m 15.4 s
3	McLeod	24 m 15.4 s
4	McLeod	24 m 15.4 s
5	McLeod	24 m 15.4 s
6	McLeod	24 m 15.4 s
7	McLeod	24 m 15.4 s
8	McLeod	24 m 15.4 s
9	McLeod	24 m 15.4 s
10	McLeod	24 m 15.4 s
11	McLeod	24 m 15.4 s
12	McLeod	24 m 15.4 s
13	McLeod	24 m 15.4 s
14	McLeod	24 m 15.4 s
15	McLeod	24 m 15.4 s

## Bancroft's backers

For the second year running the Pennine Motor Group will be sponsoring Tony Bancroft in all the RAC and Castrol-BARC hillclimbs. Tony, a sports car exponent, has campaigned an Elan, TVR Tuscan, Ford GT40 and 3-litre Chevron BMW B19. Under the pseudonym "Spotty Smith" he took the 1971 Shell Leaders championship with the Tuscan and last year turned his attention to the RAC championship late in the season, getting a taste of the Top 10 runs at Doune.

Obviously a single seater is best for this form of competition and so Tony has purchased the ex-Bill Wood McLaren M10B Tony Hall, who also works on Richard Thwaites' McLaren, has rebuilt the smart yellow car which is powered by a 430 bhp Alan Smith, 5-litre Chevrolet on Webers. The car's debut will be this weekend at Barbon where Tony made his first competition appearance back in 1961.

● Last Sunday's Santa Pod meeting unfortunately had to be cancelled. In pouring rain a few cars practised in the morning, but the conditions soon made life impossible and the meeting was called off.

● The Castrol BTRDA and RAC autotest championship event due to have been run by Wallasey MC last Sunday was cancelled for lack of entries.

● The RAC Sprint Championship round scheduled to take place at Gaydon last Sunday by SUNBAC was not held.



## 67







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Many late low mileage Fords in stock. GTs, GXLs, Capris, Granadas, Escorts. All new models for immediate or early delivery

## J. KING MOTOR COMPANY

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## MERCEDES 250 SL SPORTS

Mercedes 250 SL Sports. Hard top and soft top. Powered steering and brakes. tinted radio and electric serial. Finished in light blue dark blue interior. Comes from a stately type home. Really good value at £2325. Terms, exchanges

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Now has a complete range of cars from Midgets to Aston Martins. So why not call in and see our selection of cars for all sports enthusiasts.

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FOR HIGH PERFORMANCE

1971 Pontiac Transam 455 HO. Munci, 4-speed, power windows, tilt steering wheel, PAS, power brakes, Positraction, tint, stereo, 10,000 miles. Immaculate £2875

1970 Camaro Z28 350. Hurst 4-speed, Holley, D/P carb, dual point ignition, PAS, Dunlop SPs, Positraction, tint, stereo, 20,000 miles. Immaculate £2300

1970 Pontiac Firebird Formula 400 Ram air 4-speed Hurst shifter, Dunlop SPs Rochester Quadra jet carbs, PAS, power brakes, 31,000 miles. Immaculate £2300

1971 Ford Maverick Grabber 30L, 3-speed floor change, PAS, refrigeration. Finished in electric blue, 15,000 miles. Mint condition. £1555

ANY PART EXCHANGE CONSIDERED

HP WITH PLEASURE

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 WOLVERHAMPTON

Telephone

Wolverhampton 763491

1972 (L registered)

## WOLSELEY 6

Automatic saloon. Finished in Damask red with navy blue cloth upholstery. Fitted sunroof, special Dunlop road wheels, push button radio, heated rear window, wing mirrors and undersealed from new 10,000 miles recorded and therefore still under manufacturers warranty

This smooth, fast, luxurious saloon cost new (with extras) £1900, and must represent excellent value at £1500.

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## 1972 MGB

Twin Choke Weber carburettor. Costello conversion 14,000 m as 1 owner and in superb condition. Body resprayed metallic brown from new. special tan hide upholstery to Rolls Royce standard. Electric windows, sunshade roof. Philips radio/cassette, electric series air horns and many other extras. Literally a unique opportunity. Only one of this type. Cost new £3450

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 Or at weekends with intelligent offers



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## DIRECTORS EXECUTIVE LEASING

New Directors cars at low cost, low initial payment.

Examples (2 year leases)

New BMW 520/2500 models from £92 monthly.

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Established companies only  
Immediate delivery most models  
DEL, 19 Marlborough Road, Ealing,  
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Tel: 01-878 4880; 01-878 3630 or 01-727 1830.

## 1/3rd PARTNERSHIP

(£5000) offered in road/track sports car firm of proven demand.

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## CHESTER ENGINEERING CO. LTD.

has

OPEL COMMODORE GS. Terragona red  
Highest PX price or discount given.  
Delivery anywhere in the British Isles

CHESTER ENG CO LTD

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5-9 0/22 0 K 13 Firestone used	£38 the set
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4-13 in Firestone demon slicks 2 of 8 0 2, 0 and 2 of 9 0 2 2 0 new	£40 the set
4 sets 9 50 x 13 to match the above now £40 the set	

Contact

Brian Cutting

Tel Bournemouth 55000, Bournemouth 27029 (evenings)  
(04192)

## AUTOSPORT

## PRESS TIME

for

SPRING

BANK HOLIDAY

28/5/73

Display: All copy mid-day, May 25

Classified: By first post May 25 or telephoned no later than 3 pm, May 25

(Some classifieds will be accepted on the Tuesday morning 29/5/73, but only a limited number and these must be with us no later than 11.30 a.m.)

## BELL & COLVILL LTD

WEST HORSLEY NR GUILDFORD SURREY

ALFA ROMEO

JENSEN HEALEY

LOTUS

ALFA ROMEO MONTREAL  
DEMONSTRATION CAR AVAILABLE.  
NEW CARS FOR IMMEDIATE DELIVERY

ALFA ROMEO 2000 GTV Silver or Piper yellow	LIST
ALFA ROMEO 2000 Saloon Metal colour	£15T
LOTUS 2+2 L26 3. Choice of metallic green, white or tawny	LIST
JENSEN HEALEY Choice of red or yellow	LIST

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1971 LOTUS 4+2 L30. Colorado Vinyl roof One owner Full service history	£1,875
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1971 ELAN SPRINT PNC Porsche green, sunroof, HRW tinted glass. Supplied serviced by us	£1,550
1970 ELAN 34 SE PNC Red	£1,250
1971 ELAN SPRINT PNC White, as new 1,800 m as only	£2,095
1968 ELAN 34 PNC 3/4 White	£995
1972 EUROPA TC Colorado One owner 3,000 m as Original trim	£1,795
1971 EUROPA TC Red One owner Radio	£1,545
1971 ALFA ROMEO 1750 SPIDER Blue Red 5	£1,875
1968 ALFA ROMEO 1750 GTV White	£1,150
1971 ALFA ROMEO 2000 SPYDER Green	£2,395
1969 ALFA ROMEO GIULIA SUPER White One owner Ex-ant dealer throughout	£875
1970 ALFA ROMEO 1300 TI White	£995
1970 JAGUAR E TYPE PNC with hard top red 3 seats. Home W.W. Low m as	£1,950
1968 FIAT 124 SPORTS. Orange 5-speed alloy wheels Radio	£995
1971 V8A White DTD 15,000 miles only	£1,325
1972 (L) MGB GT Bahama One owner O.D.	£1,450
1968 LOTUS CORONA MK II Red 2, Rusty 2 wheels White	£995

East Horsley 4114

1971 MG Midget. Blue, tan trim Oil cooler stereo. 54 miles from new Cost £1150 2 months ago Offered at £975

1972 (L) Jensen Healey. Primrose Mag wheels, radio 5,000 miles. As new £1795

1970 (J) Lotus 2+2 S. Red, HRW, radio Low mileage £1845

### CENTRAL SPORTS CARS

Kingsbury Road, NW9.

Tel: 01-204 7176/8

(54442)

## smg SLOAN MARSHALL DARRAGES

The SPORTSCAR specialists

1971 Porsche 911E. Orange. Rear wiper, red 6, etc. Full history £2450

1969 Jensen Interceptor Blue, sun roof Recent new gearbox. Regularly maintained £2950

1967 Aston Martin DB6 Vantage. Silver grey 5-speed box Sundym electric windows Chrome wheels etc £1895

1972 Capri 2000 E. Blue, vinyl roof. Minidials, metal sun roof, etc £1295

1966 MGB GT Black. High performance engine Sensational £1745

1970 MGB. W/W. o/d. 27,000 miles only £285

50-58 Barnes High Street, SW13

Sales: 01-876 9245

Works: 01-876 9131

## DODGE CHARGER R/T

SPECIAL EDITION

440 cu in "Magnum" engine. Metallic gold, white vinyl roof. Tan leather interior, power brakes, power steering. New tyres on Woolfence wheels. Air conditioning. Radio. Tinted glass. £1800 ono.

Tel: 01-549 5235 (Kingston)

(54736)

## ROBIN HAMILTON

offers

### ASTON MARTIN DB6 MkII

Oct 1970. 14,000 miles only. Probably making this the finest Mk II available. Automatic, power assisted steering, fuel injection, sun roof, tinted windows, heated rear window, etc. Finished in golden sand with tan interior trim. Magnificent condition throughout and surprisingly fast. £4000

### MUSTANG CONVERTIBLE

1972. 14,000 miles only, fitted host of optional extras including radio, stereo etc, power operated hood, new tyres, virtually as new. This particular car cost over £4000 new and is now offered at £2750

### ASTON MARTIN DB4 GT

Probably the best known DB4 GT around. Registration No 1 GRE, extensive competition history and fastest DB4 GT racing last year £2250

### ALVIS RACING CAR

Speed 20/25. Chassis around 1934 Special 2-seater alloy body fitted around 1954. 4.3-litre engine. Looks very similar to 250F and Connaught Beautiful car in beautiful condition Sounds magnificent and great fun to drive £2000

### SCALE MODEL TRAIN

5in gauge, 4-4-0 steam locomotive (Maid of Kent) with tender. Full working order and in excellent condition. Ideal as country house attraction £900

We specialise in Aston Martins and are able to carry out any type of work from an ordinary service to complete rebuild. We have an excellent stock of new and secondhand spares available

For full details telephone

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AT TUTBURY 2744

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43



# RACING AND COMPETITION CARS

## COLDWELL GT



Only five hillclimbs from new. Fully sorted rolling chassis featuring 7in and 9in Brabhams, bag tank and fully rose-jointed suspension. Cost new \$1400 complete with gearbox and engine spares. Nearest offer to £475 secures

Tel: Middlesbrough 87834 evenings.

(18804)

## AUTO VITA DEVELOPMENTS LTD HAS

### 1970 CAPRI 3.5 LITRE

Yellow and blue. Overdrive gearbox, 75 watt alternator, transistorised ignition, 7in wheels, limited slip diff, rollover bars. Rally wiring, competition seats, many other extras. Must sell.

Offers to:

Auto Vita. Tel. Littleborough 704-81 (weekdays)

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### 1293 RALLY COOPER 'S' PGM 710H

Probably fastest 1300 cc rally Mini in the UK. 4th overall 1972 Scottish Rally Championship and 5 out of 6 class wins; class win and fastest overall (beating Roger Clark by 1 sec), final stage Granite City Rally April 1973. See Motoring News page 35, May 3, 1973. Offered complete with 8 port alloy head, twin 40 DCOE's, offset rocker gear, special pistons, SC/CR gears, Salisbury LSD, fully lightened, Cibies, instruments, seats and many extras ..... £1500. Also Stuart Brown's autocross and rallycross 1300 cc Cooper S. Twice winner Scottish Autocross Championship and overall win at a Croft Rallycross. Alloy doors, fibreglass bonnet and boot, rollover bar, Dunlop or Semperit Knobbles, 12in Minilites (front), 10in (rear), full race engine with Longman head, SC/CR gears, Salisbury LSD, with trailer .... £650

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Tel: Motherwell 62638 evenings or weekends

(18803)

## SURTEES TS11 F5000



Epstein Enterprises Ltd offer the ShellSport Luxembourg TS11 Winner of the 1972 Rothmans European Championship. Available with all spares and without motor at £2750. Tel: Jackie Epstein at Ash Green 872415.

## FORMULA 5000

Competitive car required with or without engine.

Contact Paul Micheals at

01-340 0929 with full details

(18617)

## TWO FORD ESCORTS — ONE MUST GO!

816/916 M/A has, as new Dunlops, shock absorbers, fully rose jointed, adjustable Full Race Escort T7C. All steel, dry sump motor, Abbott/BRM head, 43 DCOE's, suspension with Abbott rear set up. Foam tank, full race cage, etc. An immaculate car only just completed and only done one mile. Engine built by Dyno tested 170 bhp 61350 Lamsburg, or racing them's 1973 engine 6225

### ALAN MANN'S XOO 346F

rolling chassis with nearly new rocket box, Minilites with nearly new Dunlops. A rare opportunity to acquire this famous Alan Mann built Escort. Complete shock absorbers, fully adjustable, sophisticated suspension. This car only needs an engine to be ready to go—and with 1300 cc Damaged Escort shell, reasonable condition. Ideal for sports frame Escort 122 1 L/S 2 R6 complete with cover seats off 120 each 1200 Angus (shaft 13, steel crankshaft 13 at 13

Possible M/P and part exchange available

C. Wray, Franchise Service Station, Birley Moor Road, Sheffield Tel. 0742 394884 (day) 0742 344470 (night) or Hargreaves 41803

## JANSPEED POWER FOR YOUR CAR

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We are Europe's leading manufacturer of fabricated free flow exhaust manifolds. They are used by many of the Works teams including Ford at Boreham and Cologne, Chrysler Competitions and BLMH Special Tuning.

There are no finer manifolds, each one is made from the very best materials and individually hand assembled on special jigs to ensure perfect accuracy. We list over 100 different types to suit practically every popular make and we are also prepared to make one offs for special and competition vehicles. Matching silencer systems are also available.

Never accept second best. Insist on Janspeed. Send see for price list or 25p for complete catalogue (refunded on first purchase over £5) to Janspeed Ltd, Southampton Road, Salisbury, Wilts, or available from one of our many agents.

## BRABHAM BT36

New Alan Smith 2-litre, complete with new Firestone wet and dry tyres. Trailer if required. Sell or exchange for another interesting car.

Tel: 01-340 8720 (day);

01-902 9313 (evenings)

## AUTOSPORT PRESS TIME

for

SPRING  
BANK HOLIDAY  
28/5/73

Display All copy mid-day, May 25

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# RACING AND COMPETITION CARS

## LOLA T212

2 races only from new Complete with FT200 and racing services FVA, 10" and 14" wheels Firestone slicks, various other spares £2950 or will split Bedford transporter adapted to suit Lola Fully equipped. £275.

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John Blades Racing offers  
ex-Emmerson Fittipaldi's  
Moonraker

## LOTUS 69

Fully developed and sorted Winner of the Brazilian F2 championship Complete with BDE 1850 engine Rebuilt Whole car in race winning condition. Fitted latest Goodyear tyres and many spares available. Offers £3950 to

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(62292)

# LOW COST RACING LTD.

Suppliers of cars and Specialist Equipment to the Club Racing Enthusiast

## OFFER THE FOLLOWING RANGE OF CARS

### BRABHAM BT21

Rolling chassis in very good condition and fitted 10s and 12s. Grey paint system. Complete rebuilt for last season and can take any engine from an MAE to a good twin cam. Choice of 2 from £595

(Similar to photograph)



### ENGINES

Vegantuna FLC—Fuel injected twin cam in rebuilt condition and complete. A fabulous motor for 11s. 1 litre or anything quick. Cost £1400 new. Accepts

BRM Phase 4—Twin cam complete with twin Webers and ready to install £450

Twin Cam 1850 cc—modified to run 11s. 1 litre or anything quick. Cost £175

Brand new Piper Formula Ford engine—107 bhp. Cost £380 new. Will accept

Downdraught Cosworth 1600 cc—Non crossflow engine dry sumped and in

good order (less carbs) £200

BMC 1096 cc—Modified Sprite engine with new nitrided crank new comp

head 731 Duplex and new Sherrock C75 blower. A set up and ready to go

1100 cc Ford short engine—Cosworth block steel caps Hepo to pistons

85 mm. 105E crank £46

1000 cc Ford short engine—Cosworth block steel caps 105E solid crank

MAE pistons 125C rods £50

1850 cc—L block to 85 mm with new crank rods and new Hepo to pistons

Centre strap A6 cam Complete engine less head £75

### SPARES

Holden MAE block in good condition £40 Ford 1600 1800 full race 4 d head £45  
MAE cranks from £40 1600 cc steel Cubmans crank £80 46 DA on manifold  
£30 Twin DCMs £70 2H 36 £5 New dry sump pump £35 New oil tanks £25  
Rendix CB MAT clutches £30 FVA block £25 New Ford 4 into 1 up and  
over exhaust £28 Set Hepo 81 mm pistons £50 Various other spares in  
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and Varley New Verleys—white top £18—Green top £20 + VAT

### OTHER CARS

NEMO—Rolling chassis brand new and needs constructing, but at there less

wheels and tyres £375

F4 TYPE—Home built monocoque with 4 corners and suspension no wheels

£75

ALEXIS FORMULA FORD Rolling chassis in very good condition and complete

less engine and gearbox £425

LOLA T55 This is the well known H. climb car as Peter Stahl and a com

plete with 5 speed Hew and gearbox and twin cam engine The whole car

was rebuilt last winter and is now in near immaculate condition £895

### HARRISON KH4B

Race winning F4 car and can win again Rebuilt Polard Imp 996 cc engine and Knight Imp gearbox Would make excellent climb or F4 car Only one year old and complete with Tyrol nose rear wing and set of new wheels. Good value at £956



### McLAREN M4A

Rolling chassis Brand new and rolling but needs detailed work to finish it off. A new including tyres. Make a super Monoposto car for 1974 and can't be beat at £850 to a brand new rolling chassis complete with all bodywork and a few spares



### WHEELS & TYRES

2 x Chevron 9in	£27 each
2 x Brabham 11in (53in offset) new	£44 each
2 x Lotus 59/68 12in	£60 pair
2 x March 8in	£26 each
Set YB13 s.c.s (80 x 22 and 11 3 x 23) almost new	£60
Set Goodyear s.c.s s.m. or 1d above	£60
Set Goodyear Formula Atlantic intermediate	£60
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Set Dunlop 4 25 9 50 and 4 50 11 60 in 350	£46
Set Dunlop wets to 11 8s and 10s	£40
Set Dunlop 4 25 9 50 and 5 30 13 50 in 350	£5 each
Many other sundry Dunlop 5 50 Ms etc from	£5 each
Several F3 s 28 YB24s and YB33s from	£5
Many YB 11s YB 17s YB24s in various sizes from	£8 each
Many 970s 184s and some 350 Dunlops from	

### ROAD CARS

1967 MG MIDGET Wire wheels Finished in white, new hood Excellent condition 29 000 miles from new £495

### VAT

Please note that all prices in this advertisement do not include VAT with the exception of the cars and rolling chassis where the price quoted includes VAT

Phone Farnham (Surrey) 6666 or call at:—

**LOW COST RACING LTD., WRECCLESHAM ROAD (A325),  
FARNHAM, SURREY**

## FORMULA ATLANTIC

Brabham BT38C. Fitted 185 bhp Holbay twin cam. Unused since brake test Complete ready to race with spare ratios. £2250.

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## SINGER CHAMOIS COUPE

Complete car as raced with Bayan engine Jack Knight box, front discs, Revolution wheels, 8" and 8½" with Firestone low profile slicks. Set of wets, two on Minilites. This car has had 2 firsts and 3 seconds in 6 outings. Loads of spares

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We have an immaculate Lotus 49 Formula Atlantic on offer. Fitted completely rebuilt B. Hart eng. F1200 box 1 set wet r/m and tyres. We would be interested in pt exchanges or good road car. HP poss ble.

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Hobday F3 R11 rebul t, unused since '71 £1350  
F. Ford engine 14 M. Development New £250  
Vaughan 1 Cam F. n. Stripped for inspection £600  
BDA 1850 cc 1 race since rebul t. Cosworth kit bul t by New £1500

### GEARBOXES

F1200 9.33 GWP. Good condition £135  
Ma B 1.57 5 speed. Good cond on £150  
Cosworth F1 gearbox. 1959-60 type £150

### GENERAL SPARES

BDA Head. 4 in 5 in. 1/2 in. 1/4 in. 1/8 in. 1/16 in. 1/32 in. 1/64 in. 1/128 in. 1/256 in. 1/512 in. 1/1024 in. 1/2048 in. 1/4096 in. 1/8192 in. 1/16384 in. 1/32768 in. 1/65536 in. 1/131072 in. 1/262144 in. 1/524288 in. 1/1048576 in. 1/2097152 in. 1/4194304 in. 1/8388608 in. 1/16777216 in. 1/33554432 in. 1/67108864 in. 1/134217728 in. 1/268435456 in. 1/536870912 in. 1/1073741824 in. 1/2147483648 in. 1/4294967296 in. 1/8589934592 in. 1/17179869184 in. 1/34359738368 in. 1/68719476736 in. 1/137438953472 in. 1/274877907944 in. 1/549755815888 in. 1/1099511631776 in. 1/2199023263552 in. 1/4398046527104 in. 1/8796093054208 in. 1/17592186108416 in. 1/35184372216832 in. 1/70368744433664 in. 1/140737488867328 in. 1/281474977734656 in. 1/562949955469312 in. 1/1125899910938624 in. 1/2251799821877248 in. 1/4503599643754496 in. 1/9007199287508992 in. 1/18014398575017984 in. 1/36028797150035968 in. 1/72057594300071936 in. 1/144115188600143872 in. 1/288230377200287744 in. 1/576460754400575488 in. 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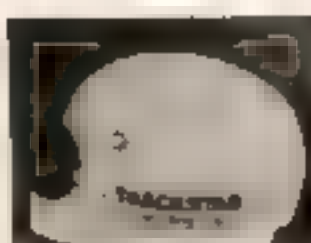


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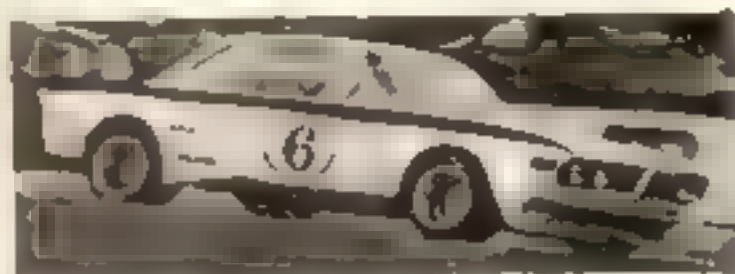
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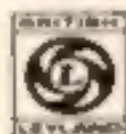
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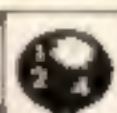
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